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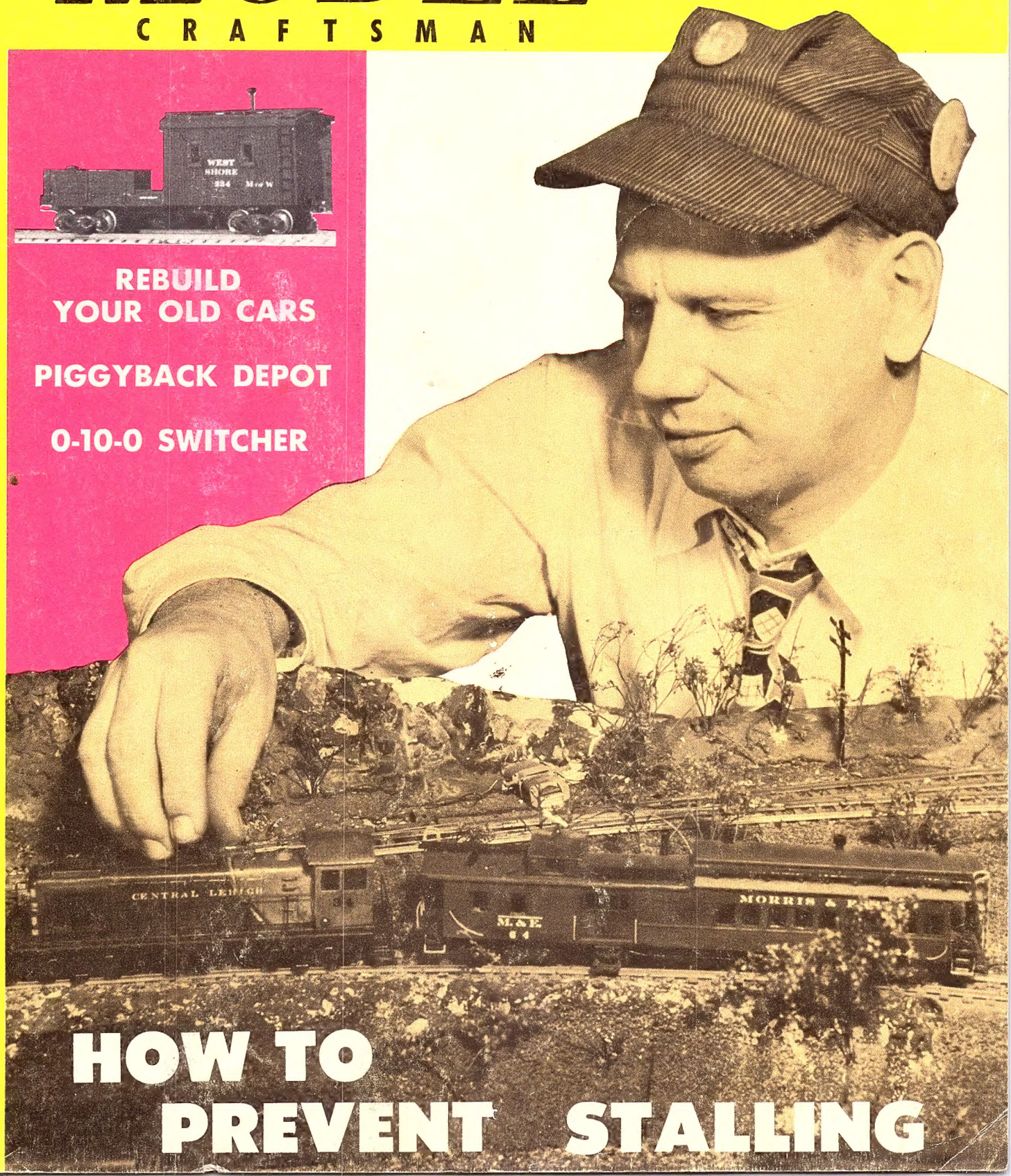

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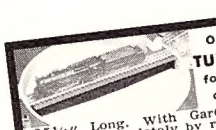

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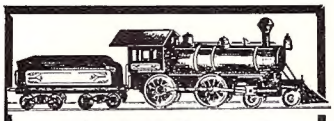

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Vol. 24, No. 10 March 1956

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COVER: Newt Guerin is caught by the camera at work on his OO layout. A picture story on a top notch Canadian OO layout appears on page 19 of this issue. Staff photo.

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A Letter From The Editor

AS YOU read this, we will probably be out at the Hobby Industry Association Convention in Grand Rapids, Michigan. As we mentioned last month, this convention draws manufacturers and dealers from all over the country to see what will be new in the hobby field for the coming year. The hobby industry naturally includes the many railroad manufacturers.

We already know that there will be continuing strides made in the HO ready to run field. We are much more interested in finding out how the kit manufacturers are developing their plans.

The true model builders need a constantly changing line of good builders kits to meet their needs of self expression and relaxation. The ready to run trains are tremendously important in aiding the growth of the hobby but kits are still required to maintain the interest of the builder to keep him in model railroading.

From where we sit we think the model builders are in for a good year with many pleasant surprises. Several good lines of O gauge are due for reviving. Last year saw several fine new S gauge kits and more can be expected. Even OO gauge has a new consolidation now in delivery with more cars and power to come. Similar developments are coming in TT.

Already we know of at least one new manufacturer preparing a quality wood line of HO at a price that will please.

The mention of HO ready to run trains also brings to mind that it is as old as HO gauge itself. The very first HO gauge trains were ready to run imports. Mantua Metal Products had a ready to run freight set in their line back in 1938 complete with soldered metal cars and a consolidation.

You can rest assured that Railroad Model Craftsman will continue to champion the cause of the model craftsman, just as it has for the past 23 years. And we're doing everything possible to be sure that you'll read about it first in Railroad Model Craftsman.

Cordially,

Hal Carstens

Next Month –

LLOYD GIEBNER is back with an article a bit different from his usual style. In it Lloyd tells how to make realistic earth bases for your structures and there are plenty of photos to show how he does it . . . RMC visits the Westfield, N. J. model club where trolley modelers from throughout the east meet to operate their cars . . . Need a consolidation? A new author, Frank Gunther, tells how he built a 2-8-0 camelback in step by step sequence using as many commercial fittings as possible. The result is a truly beautiful little miniature . . . Plenty of other exciting railroad features are also in the offing plus the latest on what is new in the hobby. The April issue will be on the stands around March 26th.

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HO GAUGE

LOCOS & POWER UNITS

ATHEARN - GLOBE
R.D.C. (1, 2, 3 or 4) 14.95
R.D.C. (Dummy—1, 2, 3 or 4) 6.95
Santa Fe Globe F7 Dual Powered 14.95
U.P. F7 Dual Powered 14.50
F7 Dummy Units ... Unpainted
A Unit — 98; B Unit ..... .89
F 7 Assembled & Painted
A Unit 2.29; B Unit 1.89
Choice of: S.F., Pa., So. Pac.
F 7 Powered ... Kits A or B
I-Drive — 11.95; Dual Drive 14.95
F-7 Pwrd., Assembled A or B
I-Drive — 14.95; Dual Drive 17.95

BOWSER
Articulated 4-6-6-4 ..... 52.50
Pacific 4-6-2 with tender 32.50
Artic, Tender (Sami-Vanderbilt) 8.50

ENGLISH
Aambld. 1200 HP. Diesel Switcher 16.00
Alco Rd. Diesel, 8 wh. (A or B) 19.50
Alco Dummy Unit (A or B) 7.50
Pacific 4-6-2 ..... 19.95
Mikado 2-8-2 ..... 19.95
H-Obhyline Alco Diesel (powrd) 12.95
Alco Diesel (dummy unit) 5.95
Yardbird 0-4-0 ..... 14.95

FLEISHMANN (Ready to Run)
O-4-O Loco 9.95
Baldwin Dsl. Switcher 14.95
O-4-O Electric 16.00
Maqul Loco 19.95
O-4-4-O Electric 19.95
Maqul 17.95
Pacific, with Tender 19.95
0-6-0 Loco 12.95

HOBBYTOWN
8 Wheel Drive for Globe F7 ..... 14.95
Alco 1600 hp. Rd. Switcher DC-71 ..... 24.95
Alco 1600 hp. Dual Drive Unit 6.00

Buried In This Ad
are most of the new items. Sometimes there isn't time or space to list all of them. But, if available anywhere, we have it.

Alco 1600 hp. 123K 27.50
Multi-Drive A Unit for 123K 13.95
Multi-Drive B Unit for 123K 12.95
Alco & EMC 2000 hp. 12 Wh. Dr. 29.95
Dummy B Unit E7 for above 10.95

KEMPTRON
14 Wheel Tender 19.95
Shorty Vanderbilt 7.50
Thomas Flyer 1907 ..... 14.95

LINDSAY
Alco 1600 hp. Diesel - A 13.95
B - 13.95 Dummy B 4.95
Power Truck Kit for Globe F7 ..... 9.95
Powertruck for RDC 12.95

MANTUA
Short Nose Rd. Diesel A or B Unit 14.95
Shark Nose B Dummy 7.95
Shark Nose Dual Drive 9.95
Booster O-4-O 9.95
Shifter O-4-O 15.95
Valve Gear Kits 2.95
Assembled Valve Gear 4.95
Little Six 0-6-0 ..... 12.95
Big Six 17.95
Pacific 4-6-2 ..... 24.95
Mikado 2-8-2 ..... 27.95
Maqual or Belle of 80's ea. 29.95
General or Rdhse. Goat -- ea. 24.50

PENN LINE
Pacific, K4 with Tender 34.50
Atlantic with Tender 29.50
Consolidation with Tender 32.50
Mikado LI 34.50
T1 Articulated 4-4-4-4 ..... 39.50
Midget Diesel Switcher 9.95
Midget Diesel Switcher Assem. 14.50
Decapod 34.50

PENNA. SCALE MODELS
PCC Street Car 16.95
IRR Street Car 22.50
IRR Trailer 12.50
Brill Suburban Trailey 17.95

PITTMAN MOTORS
DC 60 ..... 5.00 DC 80 ..... 6.00
DC 71 ..... 6.50 DC 94 ..... 7.50
DC 91 ..... 7.50

VARNEY
O-4-O Dockside 15.00
Brute Diesel A or B 15.00
Brute Diesel Dummy A or B 1.25
GM 1000hp Diesel Switcher 19.75
Casey Jones 10 Wheeler 18.00
Casey Jones with Tender 22.00
Drive Unit; Single 9.50; Double 14.95

MISCELLANEOUS
DC 601(2V.)Motor—Model Pike 5.00
DC Super Dyn. Accessory Motor 2.50
ROBICO Stubby 16.95
JERRY MARTIN Diesel Centricules 3.95
MODEL DIE CAST 0-6-0 ..... 13.50
MODEL DIE CAST 4-4-2 Atlantic 19.95
MODEL DIE CAST Yard Hog 0-6-0 ..... 10.50
WALTHERS Shuttle Assembled 21.95

BERGEN PACER PACKS
Mono - Pacer 15.95
Duo - Pacer 32.95
Trio - Pacer 39.95

POWER PACKS—CONTROLS

MODEL RECTIFIER CORP.
Throttle "Pulse" Pack 12.95
Train Pack 9.95
Dual Pack 29.75
Tri Pack 42.95
Model Meter Pack 25.50
Model Pack 22.75
Cab Control Unit 8.50
Model Adapter 9.25
Selenium Rectifiers: 2 Amp. 4.50
4 Amp. 6.45 6 Amp 7.95

SCINTILLA
Throttle Control Handle ..... .75
Unipack 10.95
Electro Pack Sr. (3 locos) 21.45
Block Control 8.50
Multipack Sr. 37.95
Power Kits: 2 Amp 13.95
4 Amp 19.50 12 Amp 24.95

MISCELLANEOUS
Powerpacks: Herkimer 10.95
Varney, Hobbyline or Tyco ea. 9.95
Tyco Master Pack 19.95
HO Rheostat [Ohmite MT-40] 5.65
Lever Action Rhea (Bob Peare) 5.45
Circuit Breakers 3 or 5 amps. ..... .50
Jiffy Switch Controller 2.25
Acme Switch Controller ..... .98
0-6 or 0-20 DC Amp Panel Meter 3.00
0-15 DC Voltmeter Sq. Panel Type 3.00
TOGGLE SWITCHES:
SP-ST $ .70 DP-ST ..... .80
DP-DT .95 SP-DT ..... .95
DP-DT center off position, Reverse 1.40
SP-DT mom. (1 hole mounting) 1.25

HO ROLLING STOCK

ATHEARN
40' BOX CARS ea. 2.50
(E Capitan; Grand Canyon; Sea-Land; Super Chief; ACL; CB&O; C&EI; C &NW; CN; CP; Erie; FEC; GM&O; GN; IC; DL&W; NP; Monon; NYNH&H;PM; RI; SAL; SP; UP.
40' SPECIAL BOX CARS ea. 2.95
B&O Sentinal; B&O Time Saver; C&O Luminaire; NYC Pacemaker; SP Overnight; Timken RF Red, Yellow or Silver; Western Pacific; MP Eagle; NC&ST, L.; State of Maine.
50' AUTO ea. 2.75
Super Chief; El Capitan; Scout; Grand Canyon; Monon; KCS; SSW; MKT; Chief A.T.S.F. Exp.
40' FLAT CARS ea. 1.85
C. & NW; Cinchfld; Grand Trunk
50' FLAT CARS ea. 1.95
Southern; U.P.; Erie
REEFERS ea. 2.75
Passenger Cars 4.95
MDT; Ill. Central; Burlington; ART; NP Armour; FDEX; ART/MP; WFE;PFE; Swift; State of Maine.
Rd. Roof Cars; 40' Box ..... ea. 2.50
40' Auto ea. 2.65; 50' Auto ea. 2.75
DT&I; Penny; SAL; N&W
TANK CARS ea. 2.50
Single Dome.... Mobilgas; SP Gasoline Svc; SP Diesel Svc; Union Pacific; Shell; Texaco; Roller Frame
TANK CARS (3 Dome) ea. 2.75
Union Oil; UTLX; Deep Rock; Shippers
TANK CARS ea. 2.40
Shorty ...Atlas; Magnolia; Crystal
Wrecking Crane (Erie 200 Ton) 8.50
Baggage Car 2.25

AMBOID
G.N. Express or Unicel Reefer 3.50
Stock Car or BM Snow Plow 3.00
Watermelon Car 3.00
Open Platform Coach, Baqaaae or Combination Car ea. 3.95

AUTHENTICAST
Magor Dump Car 4.95
Slag Car 3.00
Depressed Center Flat Car 2.50

AYERS
Flat Car 2.25
Gondola 2.35
High Side Gondola 2.45
Hopper Bottom Gondola 2.55

BINKLEY MODELS
PASSENGER CARS ea. 4.95
1880 Coach; 1890 Exp. Baq; 1890 Coach; C.P. Coach; U.S. Postal; 1864 Sleeper.
1850 Pay Car 3.95
1870 Baqqaqe Mail 4.50
1900 Chair Car 5.50
1890 "Shorty" Observation 5.75
Business Car 5.95
FREIGHT CARS:
Col. Midland Wood Box 2.75
Overland Despatch Wood Box 2.75
D & RGW Wood Stock Car 3.10
M.P. & A.T.S.F. Wood Stock 3.10
N.H. Box Car 3.35

CENTRAL LINES OLD TIMERS
1863 B. O. Baqqaqe 40' 2.90
1908 Observation (65' or 75') 4.80
OLD TIMERS ea. 3.95
Va. & Truckee Combine 45'; 1898 Open End Combine 51'; 1898 Baqqaqe & Smoker 55'; CRR or NJ 50'; 1898 Open End Coach 50'; 1908 Archwindow Coach 65' or 75'; 1898 Business Car 55'; Wagner Sleeping Car; 1863 BO Coach 45'; 1863 BO Combine 50'; 1898 Baq & Mail 50' 1886 Combine

HERKIMER (OK)
80' Astradome (streamline) 5.45
80' Observation (Streamline) 5.45
80' STREAMLINERS ea. 4.45
Coach; Baqqaqe; Baqqaqe-Coach; Sleeper; Diner; Postal-Baqqaqe.
60' Astradome (Shorty) 4.95
60' Observation (Shorty) 4.95
60' STREAMLINERS ea. 3.95
Coach; Baqqaqe; Baqqaqe-Coach; Sleeper; Diner; Postal-Baqqaqe.

HOBBYLINE — ENGLISH
Combine or Coach ea. 3.95
GONDOLAS ea. 1.95
Wabash; Pere. P.R.R.; P.&L.E.; ACL; NKP or South Shore.
FLAT CARS ea. 1.95
Reading; NP; UP; GN; Soo; L&N.
BOX CARS ea. 2.50
ACL; Can. Nat.; WM; DL&W; SP; NKP; FRR Caboose (Penn. or unlettered) 2.95

J-C MODELS
Observation Car 3.50
$2.95 ea: Silver Sides; NYC Postal; NYC Baqqaqe; Penn Baqqaqe; N&W Baqqaqe & Coach; NYC Baqqaqe & Coach; Penn' & Coach Lounge; N&W Coach; NYC & Lounge; N&W Coach; NYC Coach; Penn Coach; Penn Modernized Coach; 12 Sec. Pullman; NYC Diner ea. 2.95

LACONIA
Sierra Combine 3.25
Reefers: Dry Ice, Cent. Vt. Milk, Rut. Milk. Chat. Mar. Wine ea. 1.75
Ralston Purina 2.25
Penna. 70 Ton Hopper 1.50
Penna. Mill Type Gondola 1.50
PASSENGER CARS ea. 2.75
Pullman Std. 80'; 12 Sec. Sleeper; C&O Coach 80'; NYC Comb. Baqqaqe & Smoker 80'; 12 sec. Std. Pullman " 80'; Std. 80' Coach; Std. 80' Comb. Baqqaqe-Smoker
REEFERS ea. 2.50
Goatz Beer; Maine Potatoes; Tivoli Beer; Bullfrog Beer; Columbia Soup; Merchants Biscuit; Kraft Cheese; Peerless Beer; Libby's Pickles; Paae Milk
MAIN LINE
50' Reefers --- less tks. --- ea. 2.95
Express—Renkens Milk; PFE Sheffield Farms; Penn Exp.; Milw. Basic (rd.rf.) unpainted; G.N.; N.P.; Basic (flat roof), Menasha
36' Reefers --- less tks. --- ea. 2.85
Pvt. Owner—Chrisco; Decker Meats; NRCC Bananas; Budweiser.
Palace Poultry Car --- less tks. --- 2.75
MANTUA
REEFERS ea. 2.65
Borden's; Burl; Crazy Crystals
GONDOLAS ea. 2.25
Penna; T&P; B&O; R.I.
STOCK CARS ea. 2.25
A.C.L.; M.K.T.; M.P.
BOX CARS ea. 2.25
W.M.; G.M.&O.; G.A.; M.C.; M.K.T.; Flat Car 1.75
8 Wheel Caboose 3.25
4 Wheel Bobber Caboose 1.95
Streamline Coach or Combine ea. 4.95
Observation 5.95
Baggage 4.95
Lifting Kit for Pass. Cars 1.75

SILVER STREAK
BOX CARS ea. 2.95
Minn & St. L; Savannah & At; Frisco Minn. Mining; Union Pac; D&R GW Auto
REEFERS ea. 2.95
AT&SF; Green Bay & West; Ocean Mover; Swift; No. Pac.; MDT (NYC); C.&R. Gondola 2.75
Gondola ..... Nickleplate 2.75
WORK CARS ea. 2.95
Bunk; Commissary; Supply; Engineering
CABOOSE CARS ea. 3.25
B&O; So. Pac; Un. Pac; 4 Wt Bobber Bay Window; MP Drovers; Combination Caboose Cars ..... ea. 3.50

ULRICH
COMPOSITE GONDOLAS ea. 2.50
Rock Is; Jersey Cent; Lehigh Valley; Penna; Nor. & West; At. Top. & Santa Fe
GEN. SVC. GONDOLAS ea. 2.90
So. Pac; Un. Pac; Col. & So. Burlington; Utah Coal Route; Great Northern; Minneapolis & St. Louis; Soo Line
OUTSIDE BRACED
CATTLE CARS ea. 2.75
Chicago; St. Paul; Minn. & Omaha; At. Coast Line; Penna; Chicago & N'western
WOOD SIDE BOX CARS ea. 2.50
Texas & Pac; Delaware; Lack. & Western
FLAT CARS ea. 2.25
Wichita; Chat. & St. Louis; So. Pac; Texas & Pac; Canadian Pac; St. Louis Southwestern; Soo Line
HOPPER CARS FLAT END ea. 2.90
Del. & Hudson; Leh. Valley; Reading; W. Md.
HOPPER CARS FLAT END ea. 2.90
Santa Fe; B&O; Rock Is; Louisville & Nashville; Mo-Pac; NYC; Erie; Frisco Track Cleaning Car 1.75
Norfolk & West. Peaked End Hopper 2.90

VARNEY
STREAMLINE PASS. CARS ea. 3.50
B&O Coach; UP Coach; Penn Comb. Penn Coach; SP Comb; SP Coach; Ill. Central Comb; Ill. Central Coach; Great Northern Coach. Great No. Combination
STREAMLINE PASS. CARS ea. 2.95
Observ.; Observ. SP; Observ. Ill. Central Observ; Great Northern Observation
40' FLAT CARS ea. 1.90
Pa., S.P., A.T.S.F., NYC, No. West
TANK CARS ea. 2.50
Sinclair; UTLX; Texaco; GATX, ATSF, Koppers or Carbide & Carbon ea. 2.25
REFRIGERATOR CARS ea. 3.50
Maine Potato; Can. Nat'l; Burlington; NYC (MDT); Gerbers Baby Foods; No. Pac; St. Louis "Reefer"; Wabash Flag "ART"; Santa Fe "El Capitan"; Pac Fruit Exp.; Old Dutch Cleanser; Blatz Beer; Fairmont Butter; Carnation Milk; Pabst Beer, Schlitz Beer.
COVERED HOPPERS ea. 2.35
Monon; NY; Nkl. Plate; Pa; Del & Hud.
HOPPER CARS ea. 2.35
Virginian; Penna; Burlington; So. Pac; Chicago & E. Ill; Central of Georgia

WALTHERS
PUG PASSENGER CARS ea. 5.45
Mail; Baggage; Combine; Coach; Diner; Pullman—(Specify Red or Green)
Observation (Red or Green) 5.95
STD. PASSENGER CARS ea. 4.75
80'—12 Sec. Pullman; 8 Sec. Pullman 6 Sec. Pullman; Pullman 13 Room; Solarium; Diner; Diner (M Roof)
80' Observation (M Roof) 1/tks 5.25
80' Observ. (M Roof) less tks. 5.25
60' Baqqaqe (Arch Roof) 1/tks. 4.35
70' Baqqaqe (M Roof) less tks. 4.35
60' Postal (Arch Roof) less tks. 4.35
COACHES, COMBINES ea. 4.75
70' P.B. Combine (A or M Roof); 75' Combine (A or M Roof); 75' Coach (Arch or Monitor Roof).
MISCELLANEOUS
Tractor & Trailer Rig (Ulrich) 2.50
Model Car (Ulrich) 2.50
Dump Rig (Ulrich) 2.75
Shorty Caboose (M.E.W.) 2.95
Associated Transport 2.50
Mew Log Buggy 2.50
Thomas Wine Car 3.25
Ribbon Rail Track Cleaning Car 4.95
Mail Wood Lumber Kits; Kit A 2.95
Kit B ..... 3.95 Kit C 5.95

HO CAR PARTS

COUPLERS
Rail Line NMRA std. couplers..pr. .35
Rail Line (above) w/dr. qear..pr. .50
Rail Line Uncoupling Ramp ..... .35
Varney Dummy ..... pr. .10
Varney Dummy w/draft gear... pr. .15
Mantua Freight ..... pr. .35
Mantua Freight (metal cars) pr. .25
Mantua Passenger ..... pr. .50
Mantua Uncoupling Ramp ..... pr. .50
New Varney Automatic (Steel) .20
New Varney Automatic (Brass) .10
New Varney Ramp ..... .15
Kadee Coupler Ht. Gauge 1.00
Kadee — .40 w/Draft Gear ..... .50
Kadee Uncoupling Ramp ..... .25
Kadee Control Button 1.35
HObbyline Couplers (Plastic) .. pr. .25

TRUCKS
Kadee Talgo Trucks ..... pr. 1.30
Kadee Double Truss ..... pr. .75
Mantua Talgo Pass. ..... pr. 1.95
Mantua "Talgo" Trucks ..... pr. 1.25
Varney or English (Nylon) ..... pr. .50
Silver Streak (Metal) ..... pr. .85
Mantua Bettendorf ..... pr. .75
Athearn Bettendorf, Arch Bar or Andrews Types ..... pr. .85
Athearn Symington ..... pr. 1.00
Athearn Buckeye 6 Wheel ..... pr. 1.95
Cent. Valley Fox Type 30 Ton 1.10
Cent. Valley Fox Type 40 Ton 1.10
CV Arch Bar Short Wheelbase ..... .85
CV GW Riveted or Cast Frame 1.95
CV W Riveted Frame, Standard or Streamliner Types 1.65

HO TRACK PRODUCTS

ATLAS
Curvable Track, 3 Ft. Section ..... .75
Switch Kit; Y, 4 & 8-LH or RH 1.25
Assembled Switches ..... " 1.95
90 Degree Crossing 1.75
45 or 60 Degree Crossing 2.25
18 or 30 Degree Crossing 2.50
Rail Joiners, Brass ..... .50
Plastic Insul. Rail Joiners 12 ..... .15
Cork Roadbed or Switch Blocks ea. .35
Tie Strip ..... 25 Ft 1.50
Switch Tie Strip ..... 10 Ft 2.00
Double Tie Strip ..... 10 Ft 2.50
HO Brass Rail ..... 99 Ft. 3.75
Snap-Track ..... Straight 9" Sections, or Curved (15", 18" or 22" Rad.) ea. .75
Auto. Snap Switch R.H. or L.H. 4.50
Manual Snap Switch RH or LH 2.95
Bumper ..... 49 Control Box ..... .60
Girder Bridge 1.75
90° Snap-Crossing 2.25
Terminal Sect. Snap-Track ..... .75

FLEISHMANN
Rigid Track, Straight or Curved 15" radius sections ..... ea. .15
10" or 24" radius sections ..... ea. .20
Manual Switches ..... pair 5.95
Remote Control Switches ..... pair 9.95

PEARE
Flexible Track — 3 ft. ..... .75
Assmbld. Switches: 4, 6, R or L 1.95

TRU-SCALE
READY-TRACK
Straight 2" lengths $1.00; Curved 16", 18" & 20" radius ea. .75; Full circle $6.00
Switch Kits ..... ea. 1.25
MOUNTED TURNOUTS — TIED ROADBED ea. 3.35
Hi-Speed 4, 6, 8 ..... RH or LH
MOUNTED CROSSOVERS — TIED ROADBED ea. 5.95
Hi-Speed, Wye, 4, 6, 8 ..... RH or LH
Scissor Crossover 4&6, RH or LH 17.95
Hi Sp. Dbl. Trout #4, RH or LH 10.95
MOUNTED CROSSINGS
45°, 60°, 90° ..... ea. 2.95
45°, 28° ..... ea. 3.25
ROADBED, WOOD — TIES—PLAIN
Straight ..... 3 Ft. ..... .45 ..... .33
Superflex ..... 3 Ft. ..... .72
Spiral Easements, R&L, pr. ..... .80
Bridge Stock ..... 18 in. ..... .40
Switch Blocks, Any Size ..... .45
Kover Blox, Any Size ..... .85 ..... .55
COMPLETE CIRCLES
14" Radius ..... 1.90 ..... 1.45
18" Radius ..... 2.15 ..... 1.65
18" Radius ..... 2.40 ..... 1.85
20" Radius ..... 2.65 ..... 2.05
22" Radius ..... 2.90 ..... 2.20
24" Radius ..... 3.15 ..... 2.40
26" Radius ..... 3.40 ..... 2.60
28" Radius ..... 3.65 ..... 2.80
30" Radius ..... 3.90 ..... 2.95
32" Radius ..... 4.15 ..... 3.15
34" Radius ..... 4.40 ..... 3.35
36" Radius ..... 4.65 ..... 3.55

FOWLER SIGNALS
Semaphore & Actuator 4.85
Crossing Gates & Actuator 4.85
Actuator 4.25
Track Side Switch Incl. Shoe 1.95
Block Switch ..... ea. .95

HO MISCELLANEOUS

SWITCH MACHINES
Challenger ... (Pioneer) 3.50
Peck (Pioneer) 3.50
Polaris (Exposed or Concealed) 2.25
Turbo Jet 1.50
Walthers TS-5 ..... 2.25
Lindsay Switch Motor 2.95
Lindsey Mini Switch 1.95
Jiffy Switch ..... .75
Kurtz Kraft K4—1.50; Economy ..... .98
M. E. W. Ground Throw ..... .75
Best Friend Switch Controller 1.50
Gurtz Kraft KG 2.50

SWITCH STANDS
2 Green and 2 Red ..... .75
2 Amber and 2 Red ..... .75
M.E.W. Hi-Low ..... .90

MARKER LAMPS
Caboose Lamps 3 Gn. 1 Red pr. .60
Caboose Lamps 3 Am., 1 Red pr. .60
Loco Lamps 2 Green, 2 White pr. .60
Switch Std. Lps. 2 Gr. 2 Rd pr. .60
" " Stand Lps. 2 Am., 2 Red pr. .60

TOOLS
Troxel (Brass) Track Gauge ..... .85
Gaunt Track Gauge ..... .25
Mantua Track Gauge ..... .40
Coupler Height Gauge ..... .35
M. E. W. Track Gauge ..... .35
Varney Track Gauge ..... .35
M. E. W. Track Layer 1.25
Gaunt Spiker ..... .75
Lindsay Magnetic Rail Spiker 3.35
Mantua Re-Railer ..... .35
Varney Re-Railer ..... .25
Varney Permanent Rerailer ..... .69
Clock Oil ..... .25 Spindle Oil ..... .25
Valvespout No 3 Precision Oiler 1.00
Scale Ruler (HO) Steel ..... .45 and .65
12" HO Scale Ruler 1.00
Drill Set No. 61-80 w/Index Stand 6.50
Double End Pin Vise 1.00
Dbl. End 4 Chuck Pin Vise 1.50
Zona Saw 1.00
Jeweler's Saw 1.39
Solder Iron (Midget) 1.49
Glue Gun Plastic .50: Metal ..... .75

MISCELLANEOUS
Terminal Connector (Mantua) ..... .50
M. H. P. Diaphragms ..... pr. .65
HO Ballast, Gravel, Grass, Earth, Coal, Scenic Sand ..... ea. .35
Tracklayer Spikes ..... .60
Spikes (Offsett Hd.—Steel) pkge. .50
Slide Switch ..... .25
Kurtz Kraft Semaphore 2.25
Kurtz Kraft Crossing Gate 1.95

BLDGS. & STRUCTURES

TURNTABLES
Ideal 10.95
Robico Gallows 3.50

ALEXANDER
Country School 3.50
Tunnel Portals (PRR, B&O, N&W) 1.15
Dbl. Tunnel Portals 1.50
Water Tank - $2.95 Coaling Stn. 6.95
Pillar Crane & Dock 2.95
Freight Station 2.95
Oil Tank and Rack 2.25

ARGY SPECIALTIES
Mail Pouch Tobacco Barn 1.95
Switchyard Observ. Tower 4.50
Grand Island Box Works 2.75
Swift Meat Packing Plant 3.65
Fruit Growers Exchange 3.25
Purina Chows Feed Mill 3.45

AYERS
Mission Style Station 1.90
1887 Passenger Depot 4.25
1886 Freight House 4.25
Coaling Twr. 1/10; Water Tank 2.25
Mission Cafe- 2.75 Lumber Yard 4.25
Union Ice Co. 4.25 Old Town 4.95
Turn-Table Extension 2.10
New Diesel House 4.95
Modern Factory 2.25
Deck or Thru Timber Bridge ea. 1.10
Timber Trestle 3.75
Old Town Lodgings 3.75
Freight Platforms 1.25
2 Modern Stores 1.25

PLASTICVILLE, U.S.A.
6 Evrgrn. Trees ... .10 Post Office... .79
Fence & Gate ... .25 5 & 10c Store .79
Telephone Poles .45 Super Mkt.... .79
House Kits [Cp. Cod or Ranch] ea. .49
Kits (Pol. Stn. or Dr. & Hdwr.) ea. .79
Fire House ..... .79 Church 1.00
Passenger & Freight Station 1.00

STEWART PRODUCTS
Automatic Car Washer 2.45
Track and Loading Ramp House 1.95
Diesel Sand Tower 1.10
Diesel Fuel Column ..... .75
Diesel Water Column ..... .60
Watchman's Shanty 1.00

SUYDAM
Nite & Day Water Heater Co. 4.25
Interior Details ... 2.25 Lighting ..... .95
3 Stall Roundhouse 5.25
Extra Stalls 1.25
No. 1 Furniture Factory 3.75
No. 2A Machine Wks, Dbl. Bldg. 4.25
#2B Machine Wks., Single Bldg. 3.00
#3 Northside Tool & Die Co. 3.75
#4 Mine Buildings 5.25
Warehouse - $3.75 Engine House 3.95
Pump House... 2.95... Sawmill... 4.85
Grain Elevator 3.75
Dbl. Rail Bridge 2.75
Red Lake Mine 2.75
House-Cream, Lt. Green, Rose 2.25
Switch Open or All Season ... ea. .95
Station Shed 2.95
Yard Control Tower 4.50

MISCELLANEOUS
Hi-Lo Trestle Set 7.95
Walther Catalog (Authenticast) 1.75
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Fire Fighting Set.... 2.50 Rd. Signs.... 1.
Flat Car Loads.... 2.50 Accid.Grp.... 1.
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TRU-SCALE
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Farm Scene; Town Scene; Mountain.
TREES, INDIVIDUAL ea. 1.00
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Tree; Apple Tree; Spring; Autumn T
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Hedges (Flowered or Plain)
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Landscape Kits 9 pc. .98; 19 pc. 1.
Flowers Climbing
ORNAMENTAL FLOWERS ...6 for 1.
Red; Yellow; Blue; Green; Mixed Red
Green; Mixed Yellow & Green; Assort

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Plasticote #410M .....
Ambroid .....
Goo (Walthers) .....
Model Cement .....10; .15;
High Ball Spray Black .....
Track Cleaner or Loco Smoke ea.

LOOK!

TT GAUGE FANS
Room does not permit complete listing of TT equipment. Among the lines handled: H-P PRODUCTS (catalog 10c); GANDY DANCER (catalog 35c); A.L. Co. Road Bed (free catalog); JEWEL, etc. All items in our new catalog.

FLOQUIL RR. COLORS ea. .4
Engine Black; Reefer White; Caboose Red; Tuscan Red; Box Car Red; Roo Brown; Reefer Gray; Reefer Yello Reefer Orange; Pullman Green; Tusc Green; Earth; Flesh; Diesel Maroor Diesel L Green; Diesel D Green; Dies L Blue; Diesel D Blue; Flat Varnish; Tu tan Red Silk; Diesel Gloss; Flat Varnis Diesel Purple; Silver; Copper; Gol Brass; Glaze
Dio-Sol Thinner...25 8 oz. Can.... .6

410 M RR. COLORS ea. .4
Flat Black; Box Car Red; Reefer Yello Reefer Orange; Tuscan Red; Cle Gloss; Pullman Green; Coach Gree Caboose Red; Roof Brown; White; Blu Gray; Box Car Green; Tank Yello Socony Red
Thinner (2oz.) .30 Thinner (8 oz.) .6

BOOKS
Atlas Track & Layout 1
Operating Manual 2.0
How To Wire Model RR. (Wescott) 2.0
" To Run Mdl. RR (Boomer Pete) 2.0
Model RR. Encyclop. (Kalmbach) 6.0
Track and Layout (Kalmbach) 2.0
Prac. Guide to Model RR" 2.0
Introd. to Scale " (Wescott) 2
Fun with Model Railroads 1
Model Cars & Locos 1.0
How to Wire Supplement 7
Small RRs. To Scale Build 1.0
Authentic Control Couplers .5
Track or Freight Car Design 1.0

MFG. CATALOGS
Mantua Encyclopedia 3
Walther Catalog or Bob Peare .5
Penn Line, Model Die Casting.... .2
Marklin or Authenticast ..... ea. .3
Varney, Athearn, Hobbyline, Tru-Scale Selley, Suydam, Feller, Ayres, Ulrich Pioneer, Summit, Model Rectifier, Kemp tron, Silver Streak, Fleischmann, Alexan der; Ambroid, Binkley, Weston ea. .1

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AHC 25 ANNIVERSARY 1931 1956

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HO GIRDER BRIDGE . . . all metal. An excellent value at only **98¢** PAIR

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69¢

HO RAILROAD HERALDS

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HO Right of Way Signs. Sheet of decals with 32 signs (10 different kinds) usually found around railroad yards. Reg. $30c — **15¢**

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Positive spring toggle action. Completely Assembled. A real "buy" at this low price!

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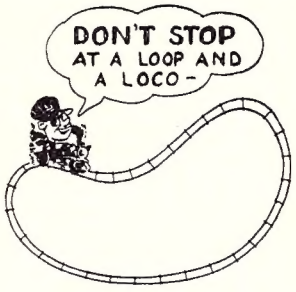

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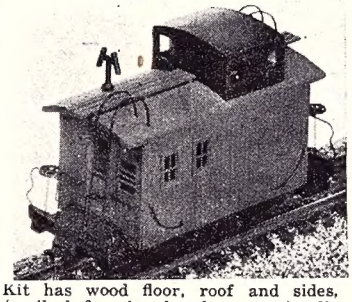

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Likes Talking Locomotives

I'd like to let off a little steam about what seems to me to be a needless feud between live steamers and those who prefer to power their "steam" locomotives with electricity, as disguised trolley cars.

Since I am a recent convert from HO gauge to ¾" live steam, I believe that I can point out definite advantages to both. Only a millionaire with a small estate can duplicate the scenery and trackwork of a nominal HO or TT layout. For us non-millionaires who build live steamers anyway, there is an incomparable thrill to riding behind an engine that talks to us—much better than standing off to the side and watching an electric driven loco growl by.

George R. Baker
Palo Alto, California

• *Reader Baker is right. Live steam railroading comes mighty close to real railroading operation wise. And did you know that Baldwin once made steam locomotives that were disguised as street cars? Ed.*

Troop Car Comment

I am planning such a converted (Troop Pullman) car, as described in the Dec. '55 RMC, in O gauge and found some parts of the Graceline war time kit at Ray's Train Shop, in Minneapolis. These have rivet detail but the windows are not punched, which makes them ideal.

Allen Hazen
Minneapolis 22, Minn.

• *Some of the other older retail shops stocking O gauge supplies can possibly supply this kit also. Ed.*

Here's Our Ferroequinologist

I always enjoy reading a letter in which someone writes that another person is cockeyed for something he does on his model railroad because it is ALWAYS done thus-and-so on the prototype. It gives me a chance to bite back. Take Mr. M. B. Johnson of Chattanooga, Tenn., in the January issue. He says that Earl Cochrane's timetable is crazy because he has odd and even number trains leaving a station in the same direction, and that all West and Southbound trains carry odd numbers and North and Eastbound trains carry even numbers. Here on the Boston & Maine we have three sections of track where trains of odd and even numbers not only leave the same station in the same direction, but run that way for as much as 28 miles. Also, because trains in the Boston Terminal are considered only as inward and outward rather than as by direction, inward trains are given even numbers and outward trains are given odd numbers. Consequently we have trains leaving the station for points East, West, and Northbound (on their respective divisions), all with odd numbers. Therefore, there are East, West, and Southbound trains with even numbers.

I shall forever maintain that, no matter what you do on your model railroad, if you look hard enough you can find that it exists, or existed, in prototype. And if it didn't, so what. It's your railroad!

Donald S. Robinson, B&MRR
Springfield 8, Mass.

• *The B&M station in Boston is one of the finest in the country for snapping railroad photos; was even finer a few years back when steam was still supreme. Ed.*

Some Pikes Aren't Big Enough

Let's face it. Who ever heard of a preacher having a church put right next to a busy three track railroad? Still, I see picture after picture of scale layouts with the church plastered next to the railroad station, round house, or switch storage tracks.

Please, gentlemen, give the church a better location than that, for being a preacher myself, I know how hard it would be to preach over the sound of the whistles.

Rev. Robert W. David
St. Louis 14, Mo.

• *We'll bet our readers can send us names of real churches located smack up against a railroad track. Reminds us somewhat of the outdoor summertime band concerts at Teaneck, N. J. at which passing West Shore freight trains keep perfect time with the music, or vice versa. Ed.*

Setting Those Decals

A letter written to you by a Mr. L. M. Cole Jr. and published in Safety Valve relative to decal application through the use of our Decal-Set was noticed and read with a great deal of interest.

It should be noted that our Decal-Set may be termed double strength, and is purposely made so in order to nearly liquify the decal film during

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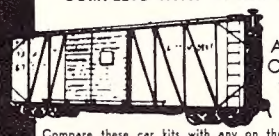

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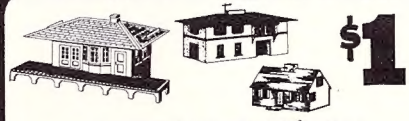

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Your choice of Manon Box Car (shown), Wabash Reefer or 8 Wheel Caboose.

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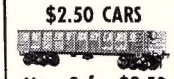

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Choice: Gondola Car (shown) and Piggy Back Car.

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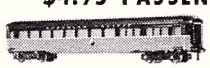

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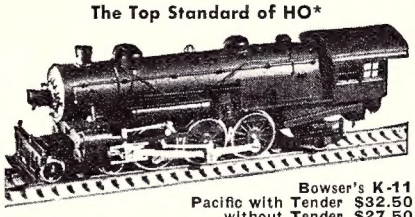

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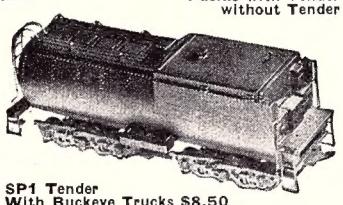
Pacific with Tender $32.50
without Tender $27.50



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extremely difficult applications, such as over grill work, louvres, raised bands, etc. Of a necessity, we have to caution users of Decal-Set against over-use during normal applications, but also advise the user that it may be diluted with ordinary water in such cases.

We were the first to introduce this binder to model railroading, following successful use for many years in industrial decal application, particularly over irregular surfaces where, heretofore any type of decal application was impossible.

Max Gray
Champ Decals
Portland 14, Oregon

• *We've just finished lettering a car with decals and the way in which decal solvents let the decal snuggle down into wood scribing is amazing. Ed.*

Well, This Could Be Debated

I should like to add my two cents worth into the argument of what is scale and what is tinplate.

In my opinion, it's all in the way the railroad is run, and not determined by the number of rails in the track. If the train is set up to run around a circle at break neck speeds, with no specific purpose in mind other than to watch it run, it's undoubtedly tinplate. But if said railroad is set up permanently on a table, with scenery, and if it is run with the specific purpose of simulating a real railroad in operation, then it becomes a scale railroad.

If the equipment was made by a mass producer like Lionel or Gilbert, it could be put into a category known as "semi-scale" or "hi-rail." This is only true as long as it is run like a real railroad. To add to the "scale" atmosphere it should have a few kit-built cars running on trucks with deep flanges.

John Scott
Guelph, Ontario

• *We've been quoted a number of times as saying that the way a railroad is conceived is what makes it a real railroad. Many tinplate pikes offer more real railroading enjoyment than some of their full scale counterparts. And we've seen full scale layouts that do nothing but travel dizzily in a circle. On the other hand, for some people operation is secondary while precision equipment is of the utmost importance. As a final note, many of the pioneer scale layouts weren't half as realistic as today's tinplate layouts, operated by hobbyists. Ed.*

How To Start A Battle

I purchased my first copy of RMC and it is a wonderful magazine. I am interested in building a model railroad and would like to ask you which is the best gauge, HO or O?

Keith Pratt
Bloomfield Station,
Prince Edward Is.

• *It would be easier to pick you out a wife, friend. Much depends on your own capabilities, likes and dislikes, and space. An O gauge layout will take roughly four times as much area as will a similar HO layout. O gauge will require more work on your part than will HO, as a general rule. No gauge can match the variety available today in HO but variety isn't everything. O gauge undoubtedly offers the finest in operation but there are also thousands of smoothly running HO layouts. Costwise, one need cost no more than the other although custom built equipment in O gauge is expensive. Why not order a sample kit or two of each and learn first hand which you like best? Ed.*

Then There Is S Gauge

I am interested in model railroading in S gauge but find that your magazine favors HO and O gauge, although there are articles on my gauge.

Are there any books on S gauge on the market? As I want to start a pike, I have read and reread books on the subject but would like some more definite information on my gauge.

John Newcomb Jr.
3 Du Bois St.
Newburgh, N. Y.

• *Except for the book offered this past year by the A. C. Gilbert people, there is very little literature of a non-commercial nature aimed specifically at the S gauger. I would suggest to you, and to all others in minority or specialized fields, that your best source of information and data, aside from back issues of RMC, would be the catalogs and lists offered by manufacturers and dealers specializing in S gauge or your specialized interest. Write all of the advertisers in this issue that list S gauge equipment and supplies and see if you don't come up with a lot of solid information on 3/16" scale. Ed.*

MODEL RAILROAD TIMETABLE

Club Shows

WOODMERE, LONG ISLAND: 15th Anniversary showing of the Summit & Centre RR (See RMC July 1955), O gauge scale. Proceeds go to Red Cross. March 3-4, 10-11, 17-18, 24-25, 31, and April 1. At 29 Neptune Ave., hours 10 A.M. to 5 P.M.

NEWARK, N. J.: Newark RR Club Spring Showing, 325 16th Avenue. Open April 6, 13, 20, 7:30-10 PM. April 7-8, 14-15, 21-22, 2:30-5:30 PM., 7:30-10 PM. Admission adults 40c, children 25c.

New Clubs, Correspondence

FOREST HILLS, N. Y.: Teenagers, would like to hear from you, especially vicinity Queens or Long Island area. Stu Seader, 101-01 67 Drive, Forest Hills, N. Y.

Fan Trips

PITTSBURGH, PA.: Mar. 18: South Hills Model Club sponsoring Maple Sugar Special on B&O to West Salisbury. Visit Maple Camp, eat country lunch. Fare $5, children ½ fare. Tickets at B&O City Ticket Office, Pittsburgh hobby shops, or from C. B. Kent, Jr., 1680 Washington Road, Pittsburgh 28. Mail orders specify number of type tickets wanted and include check or money order.

New Catalogs

ALL-NATION HOBBY SHOP: 16 page O gauge supplemental catalog listing new AAR box cars with painted sides not previously offered O gaugers. Also 40' stock car and auto cars. Included are structural shapes, raw materials, screws, wood, list of Max Grey kits, trees and order blank. Price. All Nation Hobby Shop, 184 No. LaSalle St., Chicago 1, Illinois.

HOUSE OF TRAINS: 7 page mimeo flyer listing old tinplate collectors' items: Ives, Lionel, A. F., Bing, Boucher, Weeden, and others. Items are cataloged, and description given. Price wanted also given. As with most old tinplate, "the price you are willing to pay is a fair value of that item." Bob Hirtenstein, The House of Trains, 3850 S. Cottage Grove, Chicago 15, Illinois.

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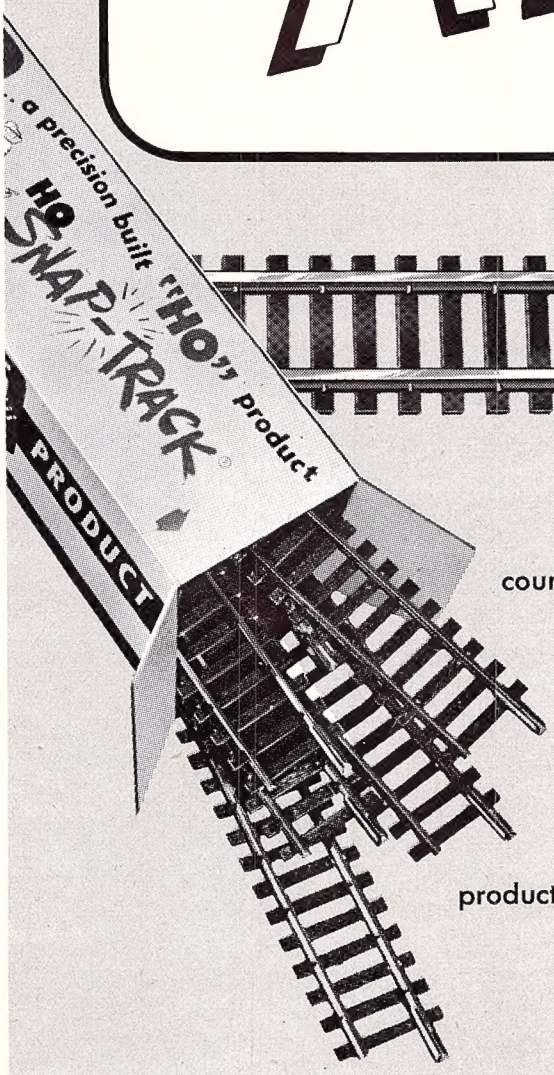

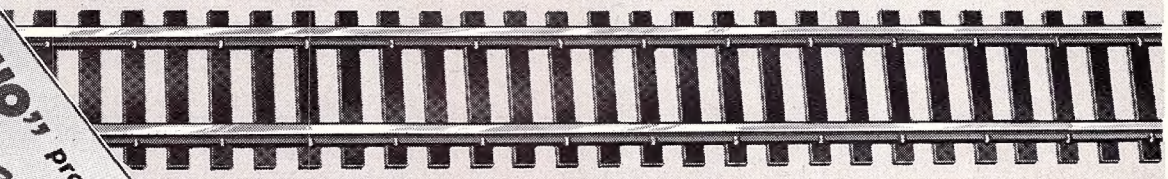

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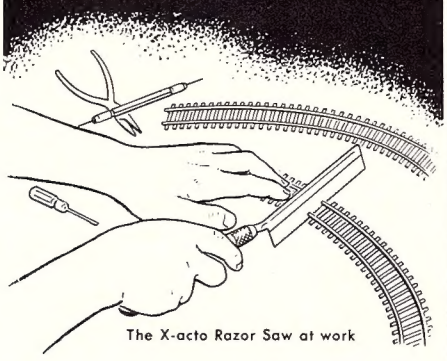

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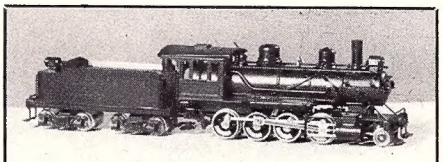

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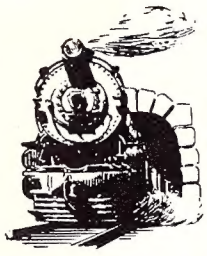

DISPATCHERS' REPORT

HO continues to make news. Athearn's plastic streamlined passenger cars are beautiful; are in shorty category. The Pennsylvania RR tuscan vista-dome looks mightily odd to us Easterners. B&O excepted, no eastern road owns any vista domes because of low tunnel clearances or maybe lack of interest . . . Time magazine recently featured story on Louis Marx, the toy king. Marx, the story says, is now tooling up for "narrow gauge." Odds are 99 to 1 that the track gauge will be 16.5 mm . . . Several Rivarossi executives recently in this country studying American production techniques . . . Pittsburgh Model Railroad Club will have ripped up their HO layout at 1013 Penn Avenue by the time you read this. PRR is tearing down the building . . .

Model Engineers Railroad Club of North Jersey, Inc., have their first loop in operation on the new pike. Held open house for area O gaugers recently. Club is looking for more members. Few clubs aren't. Why not join that nearby club. Lots of fun . . . Another New Jersey club, Central Jersey Model RR Assn., Inc., also had open house for eastern tractioneers recently . . . Now, what are all the Western and Southern clubs doing? . . .

Paterson YMCA again held their train races; third year in row and the kids love them. RMC editor Hal Carstens the official starter this year. Terrific publicity idea for any active model railroad club and even more important, keeps kids off the street and puts them into the best hobby in the world, model railroading. We'll send full data to any club or civic group requesting information on how to have a train race . . .

Ray Bryan, field rep for Ayres, Pactra, Ulrich, and Tru-Scale, dropped in for a recent chat. Says outlook never looked better for the scale model builders despite trend toward HO tinplate. And the mail from our readers bears this out . . . New Kadee Talgo trucks very nice. Make it easy for Kadee coupler users to use Mantua cars. The Talgo trucks of Mantua and Kadee make it easy to provide a quick interchange car for visitors who use a different coupler . . . United HO Shay comes with two different smoke stacks. One is straight, other sort of diamond stack . . . Lucius Beebe, author and what have you, now the owner of a new private car. Beebe did much to bring art to the railroad photograph hobby . . . Some speculation as to whether New York Society of Model Engineers, Inc., would be evicted from their Hoboken ferry terminal location when Erie Railroad moves in with Lackawanna next year. They won't be so watch for a lot of Erie equipment on the old UCON road. Still a threat, Uncle Sam, who needs space at Hoboken for a new post office . . . F-M diesel coming from Pennsylvania Scale Models. Will be a type not presently available in model form. It's HO: This is the first PSM entry into the straight railroad field. Previously they have been trolley only . . .

More New Kits

We like the new Ed-Lee Illinois Central express reefer by Suydam. It's all wood with prepainted and lettered sides and ends. Yes, it's HO . . . You O gaugers looking for some easy to put together kits that still require enough work to make 'em interesting should investigate the Zimmer freight car line, also with nicely prepainted sides. Mostly wood construction . . . Ayres has a new modern factory kit.

Last month we predicted another HO coupler within the year. Heh, we had one on the market already at that time. It's a plastic Tomlinson coupler for Pittman's new Bride & Groom MU car. We still anticipate at least one new auto coupler in HO this year, maybe more. Wonder if an electronic HO knuckle coupler is too far fetched. Meanwhile the old standby couplers, Mantua and Kadee, plus the new Varney and NMRA designs are all gaining new adherents, as are the Japanese and HObbyline couplers. Train set sales account for many of these couplers. And some folks still like the good old AAR dummy coupler . . .

Under New Management

The new year saw several changes in ownership among the manufacturers . . . Biggest surprise was the sale of Gandy Dancer TT models to Edwin Fetyk, a tool and die man who will expand the line. Watch for more metal kits under the Gandy Dancer label . . . Eastern Traction Models, the Hurricane Diana casualty, has been sold to Guy Obrecht and Jim Pyle Jr., both of Philadelphia, who will bring the line out under the name Delaware Valley Car Works. First releases are expected to be an HO steeple cab kit and several heavy interurbans, all powered . . .

George Heliotis succeeds Roger Perry as editor of PNR Switch List. Man, those west coasters can really bat the breeze. And they build some swell pikes, too . . . The old DS tips his rather grimy railroad hat this month to the Victoria (B. C.) Model Railroad Club who recently sponsored a CPR RDC trip, taking along with them as their guests 35 children from the Victoria Protestant Orphanage . . . We'd like to see more model clubs go in for civic activities, especially where kids are concerned. All kids like trains or model trains, and it's fun watching kids have fun with our hobby. New York Society has been doing a bang up job with Boy Scouts the last few years. Last year had about 30,000 Scouts see their big UCON layout . . .

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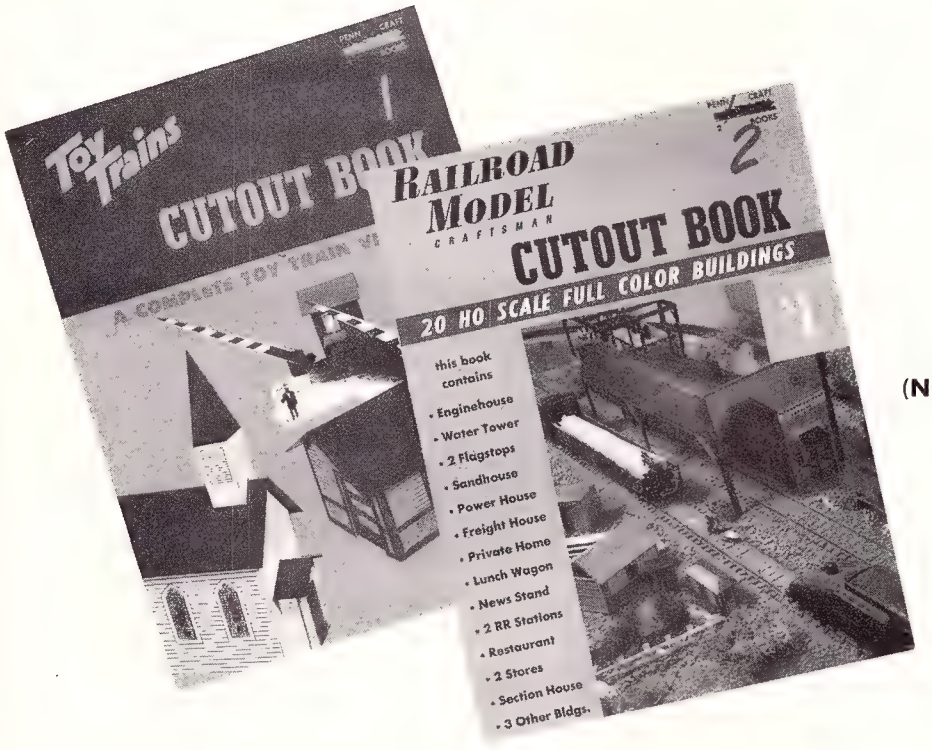

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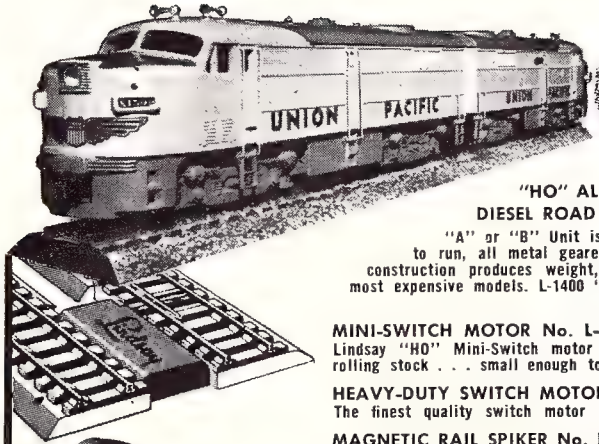

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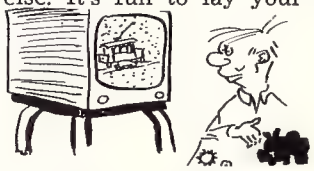
Herkimer OK HO shorty streamliners now available in fully assembled units; 8 body styles. At most hobby shops . . . Hexacon Elec. Co., 575 W. Clay Ave., Roselle Park, N. J., has new instant soldering gun with ⅛" tip. The 150 watt iron weighs only 8 oz., costs $7.95 . . . Burgess Vibrocrafters have new low cost spray gun, Model VS651, that does good spray job on models . . . Hi-Baller's Corporation now packing NMRA couplers with all their old time kits, in addition to the standard Hi-Baller link and pin coupler. No extra charge for the addition . . . Alan Ginsburg new v. p. at Lionel, formerly asst. to Lionel president Lawrence Cowan . . . January RMC a sellout in many hobby shops during first few days of sale. If you missed your copy, a limited supply is still available from the publisher at Ramsey, N. J. . . .

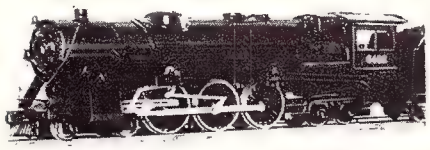
The Great Train Robbery of 1955 was pulled off at Washington Crossings, Pa., where Herman Zettler's HO layout is set up each year as a display. After a big private party, six locos wandered off to parts unknown, leaving only a jeep diesel to handle all runs . . . Walthers has decals for the Nalco weed sprayer car written up last year in RMC . . . Far west Christmas floods knocked out a number of scale model pikes and thousands of under-the-tree layouts . . . Tru-Scale double track junction (2 switches and a crossing) fills in a gap not previously available in HO . . . Wha hoppin to all the Scale S gaugers? Let's hear some noise! . . . One of the scarcer model railroad magazine items is the RAILROAD AND MODEL RAILROAD NEWS, dating back to 1936. There were four issues published. Has anyone a duplicate of Vol. 1, No. 2? . . . Starting a new permanent HO layout? Once some framework is up, a loop can be running in fifteen minutes if you use snap-track as the start of your layout. The rest of the layout can be flexitrack, lay-your-own, Tru-Scale, or anything else. It's fun to lay your own



but it takes time . . . An old mechanical toy trolley belonging to John Marron recently seen on New York television . . . Louis H. Hertz also on recent video show . . .

Those Old Days

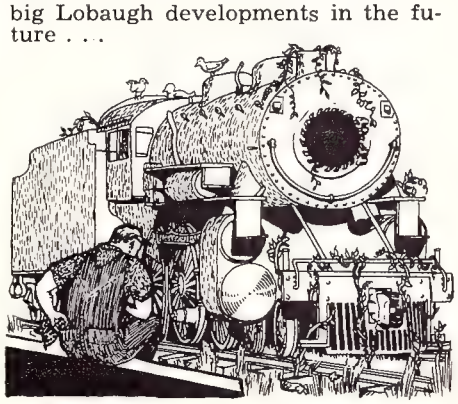
Was going over a 1939 issue of MODEL CRAFTSMAN and couldn't help but reflect at the changes in both the magazine and hobby since that day. We had articles on boats and gas cars in those days and we kind of enjoyed reading about "those" things, but of course it's better being all model railroad. Varney was located in Chicago then, having just moved from California. He was advertising 2-rail signalling relays and resistors . . . Red Ball had a new SP semaphore kit . . . Hobbycraft Stores in New York was plugging an



HO gauge 4-6-4 Baltic locomotive by Walthers, as well as a 2-8-4 Berkshire and 4-6-6-4 articulated in O gauge . . . Ideal had a new 3-stall roundhouse (still available) and Lionel was telling our readers to watch OO gauge. The Lionel OO gauge hudson was just as fine as their O gauge 4-6-4 and you can see a photo of one on page 20 . . . Scale Model Railways, of Indiana, were advertising their New York Central O gauge construction . . . There was plenty of O gauge New York Central power around in those days. And perhaps just as much Pennsylvania and Espee power, too . . . Very noticeable by it's absence was the use of plastics which didn't begin until around 1940 when steps and other parts began to appear . . . Ben Nixon thought about having an outdoor railroad on his grounds as an attraction; discovered it would have been prohibitive due to excessive costs of liability insurance and precautions which would be required by the insurance company . . . If you operate much plastic equipment, be sure not to let it get in the direct rays of the sun, either summer or winter, as the sun may cause it to melt. We have been assured by several manufacturers that modelers operating in the attic need not worry about attic heat; only the direct rays of the sun, especially when the rays are strengthened by window glass angulation . . .

More Ownership Changes

Pioneer switch machines now being produced by Marnold power pack outfit . . . Al Ellis, Lobaugh's plant manager for many years, has taken over operation of Lobaugh. Ellis is a top notch craftsman so watch for some big Lobaugh developments in the future . . .



WANT A PROJECT?

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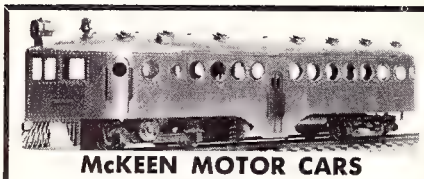

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Now you can complete the daytime consist of your MANTUA streamliner. With the addition of this superb new diner you have a day train as sleek, modern and fully equipped as the Empire State Express. The diner, with its interesting window arrangement, is one of the most colorful cars in the streamline series. Like its pace-setting companions, the diner has sturdy aluminum body, formed aluminum floor and highly detailed pressure molded car ends. New, high speed, free-swinging Tyco Passenger Trucks assure smooth, trouble-free performance through switches and around short radius curves. Decals are included for B&O, Milwaukee Road, and Southern Pacific. Provision is made for the addition of MANTUA DCL lighting unit.

COMPLETE KIT NO. 509 including Tyco Trucks $4.95

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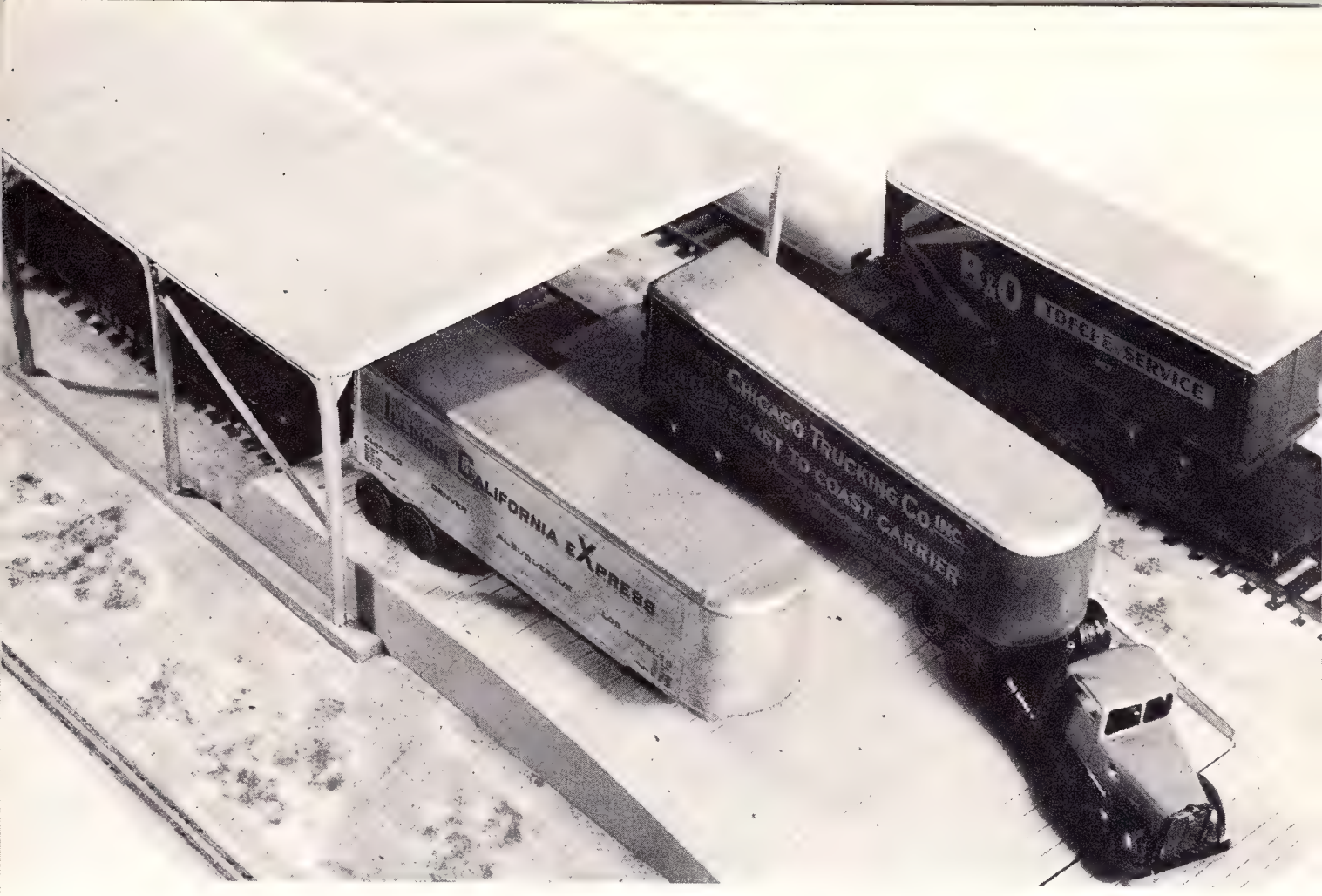
MANTUA

FIRST IN HO



...BUILD A F

THIRTY years ago, had someone told me that in a few years the great railroads of these United States would be pushing motor trucks over an extensive network of concrete highways, I probably would have thought that person a genius with a vivid and creative imagination. Nevertheless, today, with endless ribbons of concrete highway and highpowered trucks, it is true. Highway trucking is fully integrated into the railroad's operational pattern and has been for several years.

For instance, the Santa Fe Railway has two highway subsidiaries, the Santa Fe Transportation Company operates in California, and the Santa Fe Trails Transportation Company blankets Kansas, Oklahoma and Texas with a comprehensive network of highway routes. Also the Santa Fe has important truck lines in Missouri, Nebraska, Colorado and New Mexico as well. The objective was to improve service to Santa Fe shippers by utilizing flexible highway vehicles for delivery of L C L merchandise in coordination with and supplementary to the trains.

In recent years the railroads have developed a new technique in the handling and transportation of motor truck shipping. Huge truck-trailers are loaded with merchandise at an L C L break-bulk station. The trailer is run onto a flat car, securely battened down and shipped out to its destination. It is called "Piggy-back Shipping." Of course, in order to get these truck-trailers onto the flat cars, special loading ramps had to be constructed. In the experimental stage of this new "piggy-back" idea the loading and unloading ramps were very simple. Some were dirt fills, a few used heavy timbers which run from the end of the flat car to the ground and some roads just dropped the track below street level. These experimental operations gave the railroad a chance to learn trailer-flat car technique and so the ultimate success of the idea resulted in the construction of elaborate concrete and steel "piggy-back" depots.

A miniature replica of one of these "piggy-back" depots will look swell on your layout and give you a chance to model something new and different, and too, it is so simple to build.

Besides glue and paint a complete list of materials is found on page 17.

The dimensional drawings are in feet and inches to fit all gauges.

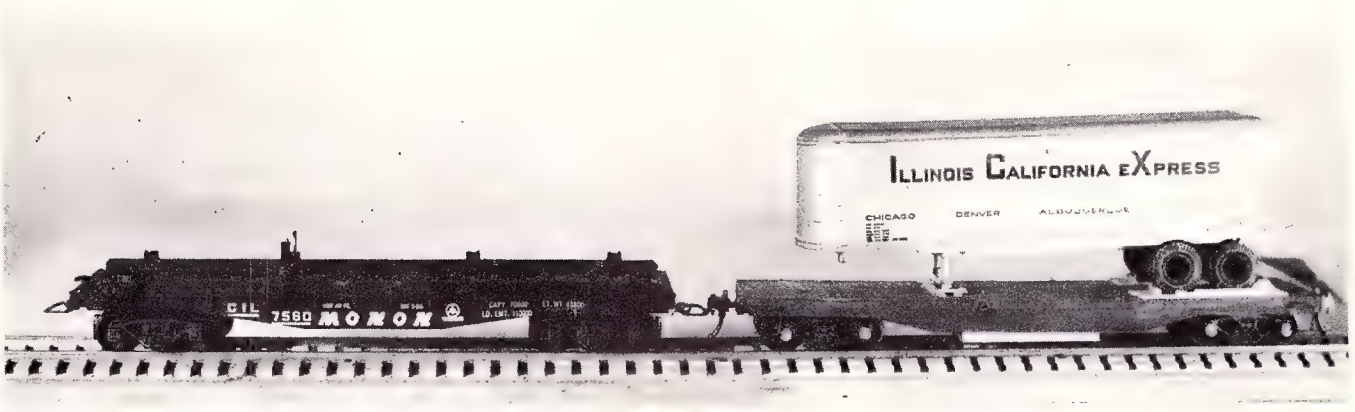
Construction

Fig. 1—Make up the four cross-members (use 3/32 x 3/8" strip) according to dimensions and notch each in the exact center as illustrated. Cut the 55'—0" ridge beam (use 3/32 x 1/8" strip) and glue it in the notches of the cross members, space cross members on ridge beam according to dimensions.

Add the two outside members, glue and pin them in place. Use ½ inch modelers pins. Be sure to square the frame. Fit and glue the 9 x 24" bracing in between the cross members as illustrated, set aside to dry.

Roof—Here we try to imitate a corrugated roof, therefore rescribe each line of the 3/64" scribed sheathing with a blunt scribing tool which should round out the line for the proper effect. Do not rescribe the entire sheet, about fifteen inches is all that is required. The roof overhangs the frame 6" all around. Cut the roof pieces to fit and glue in place. It is a good idea to glue on one piece of the corrugated roof material at a time. You see, this 1/32" thin sheeting has a tendency to curl, especially after it has been rescribed. To come out with a neat looking roof apply one piece at a time, holding it in place with three or four "C" clamps until thoroughly dry before affixing the next piece.

Ridge Cap—Cut a length of 0.20"



Piggy Back models are now available in three gauges. Install special trailer loading facilities on your own layout by following the complete and easy to follow instructions presented on these pages.

by Lloyd Giebner

staff photos

GGY BACK DEPOT

steel wire to fit the roof ridge, add a speck of glue to each end and the center of the wire to hold it in place on the roof ridge, then cut a narrow 12" wide strip of typewriting paper and glue it over the wire which forms a round top ridge cap—the type used on corrugated roofing.

Fig. 2—Cut the two foundation (use ¼ x ¼" strip) pieces and drill the No. 28 holes according to dimensions. Cut eight posts (use 12" I beam) exactly 20'—0" long and glue them in the holes of the foundation pieces. See top view and side view drawings for proper position of the I beam post in the foundation holes. Next, we add the three I beam pieces at the top of the posts, this construction must be absolutely correct so that the side framing will match up with the roof framing. I suggest you use some temporary method of holding the posts in position until such time as the three I beam pieces have been affixed and thoroughly dried, then add the triangle shaped solid knee braces to each post. Glue the angle brackets to each post in the specified locations and fit in the 4" angle as illustrated.

Allow plenty of time for the glue to dry on the side frames, then glue them to the roof outside member as illustrated in top view drawing Fig. 2. Add the inside solid knee braces. Paint the roof and side framing with dope silver and the foundation a concrete color.

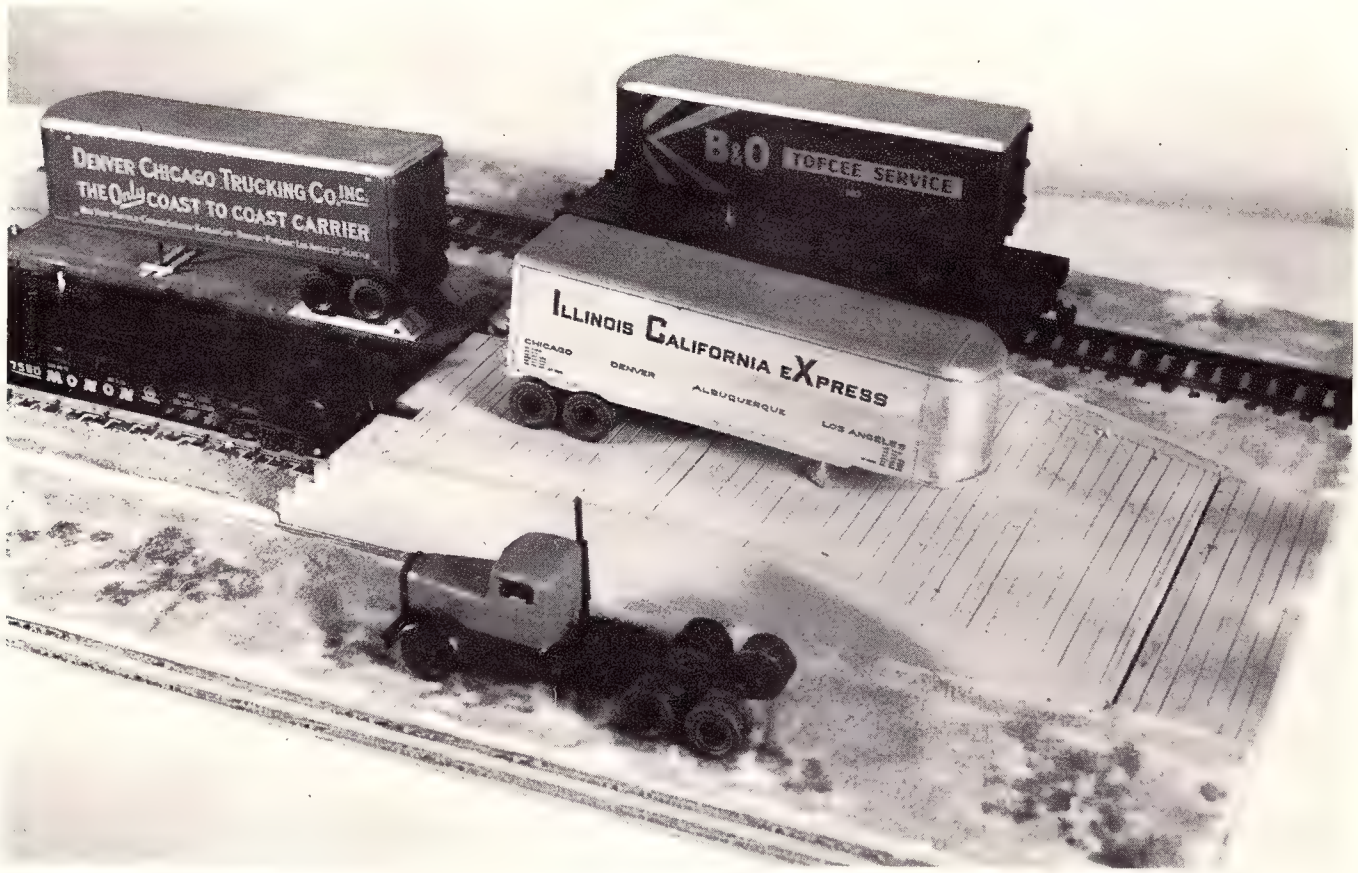
Fig. 3—The ramp side walls are identical when cut out, so cut out two side walls (use ⅛" x 1" strip) according to dimensions. It doesn't matter too much about the slope on the wall just so it starts some where near the middle of the piece and slopes down to 18" at the ground level end. Glue and pin the floor bracing in place (use ⅛ x ¼" strip) according to detail as you see it in ramp left side wall drawing. Bracing on the right side wall is identical only opposite hand, clip off protruding pin points and sand outside surface of walls.

Using the 3/32 x 3" sheetwood cut three pieces 31'—6" long (first having scribed the lines on the sheet as shown in the plan) for the ramp flooring. In one of these pieces cut the recesses for the couplers according to detail and glue it in place. Fit and glue in the second floor piece. This second floor piece starts the slope and it should be pinned or clamped in place to fit against the floor bracing. Trim the third floor piece to fit (do not extend beyond walls end) and glue it in place. Add the rest of the (dotted line) bracing beneath the floor and paint the entire ramp a concrete color. That completes the construction of your "piggy-back" depot.

Of course you could place this ramp and shed just anywhere on your layout and let it go at that, however there is more. Since we have put our railroad in the trucking business we must have a garage for the tractors and a warehouse for loading the trailers, which, by the way, will be the theme for the next project. Therefore leave room to either side of the ramp for the warehouse or it could be called "the L C L breakbulk station."

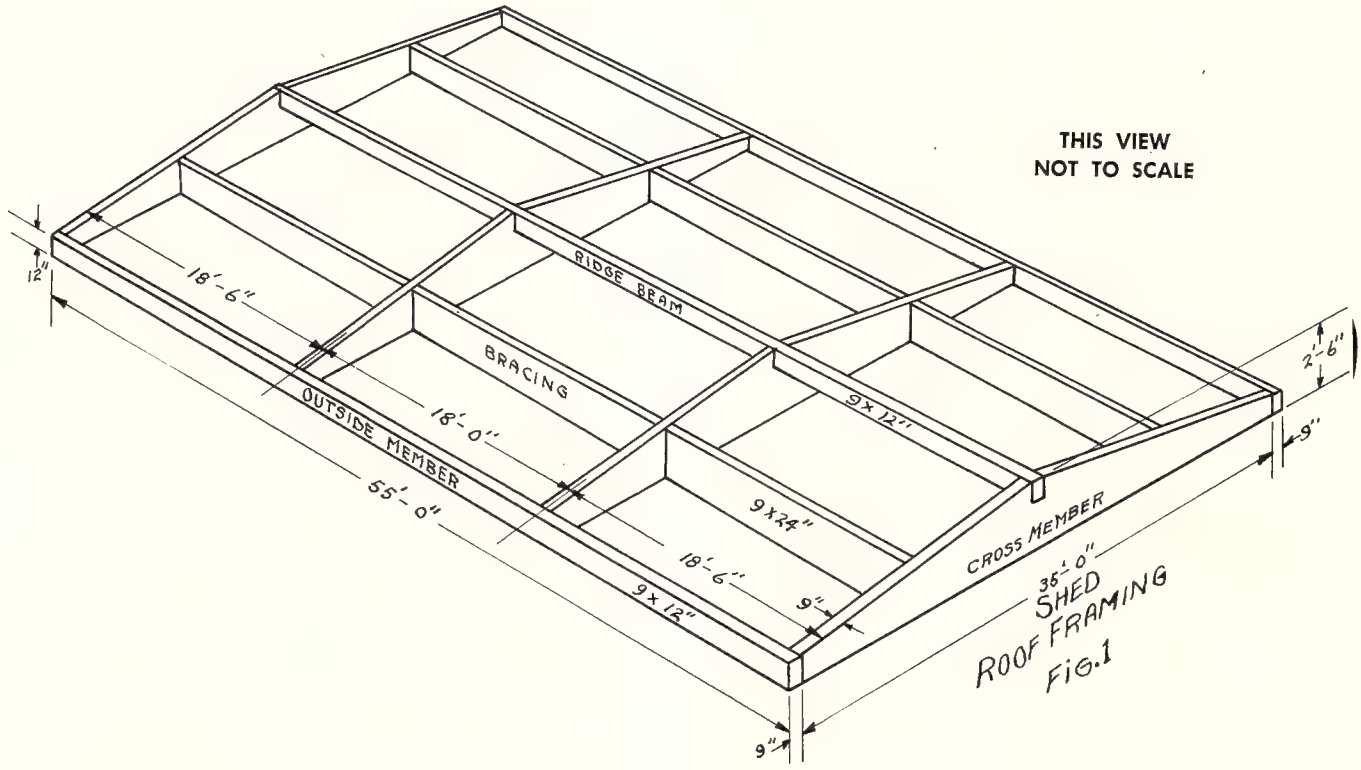
Location procedure—Place ramp in location and run the double track up to it according to detail. The ramp could be glued to the base, but I suggest you leave the shed loose so that you can lift it off in case of a derailment. NOTE: The front of the shed foundation is placed exactly 37'—0" from the front of the ramp. For a single track ramp—alter the width.

Piggy and piggy-back loads. Almost any flat car you have on the rails will do. However, I made up a special flat car to fit the trailer. I used the Ulrich trailer.



The ramp is simple in design; services two cars at one time. The platforms have recesses for couplers, as shown suitable for either AAR or Kadee couplers in HO. This may have to be modified slightly for the Rail Line coupler. The Mantua coupler could be made to fit under the ramp. Extra trailers can be placed in rows nearby.

Drawing below shows roof constructional details before addition of covering. Drawings at right are full size for HO. Modelers in other gauges should have photostats made of the plans full size for their own gauge. The modelers may also take feet dimensions from these plans and transpose them to their own gauge dimension.



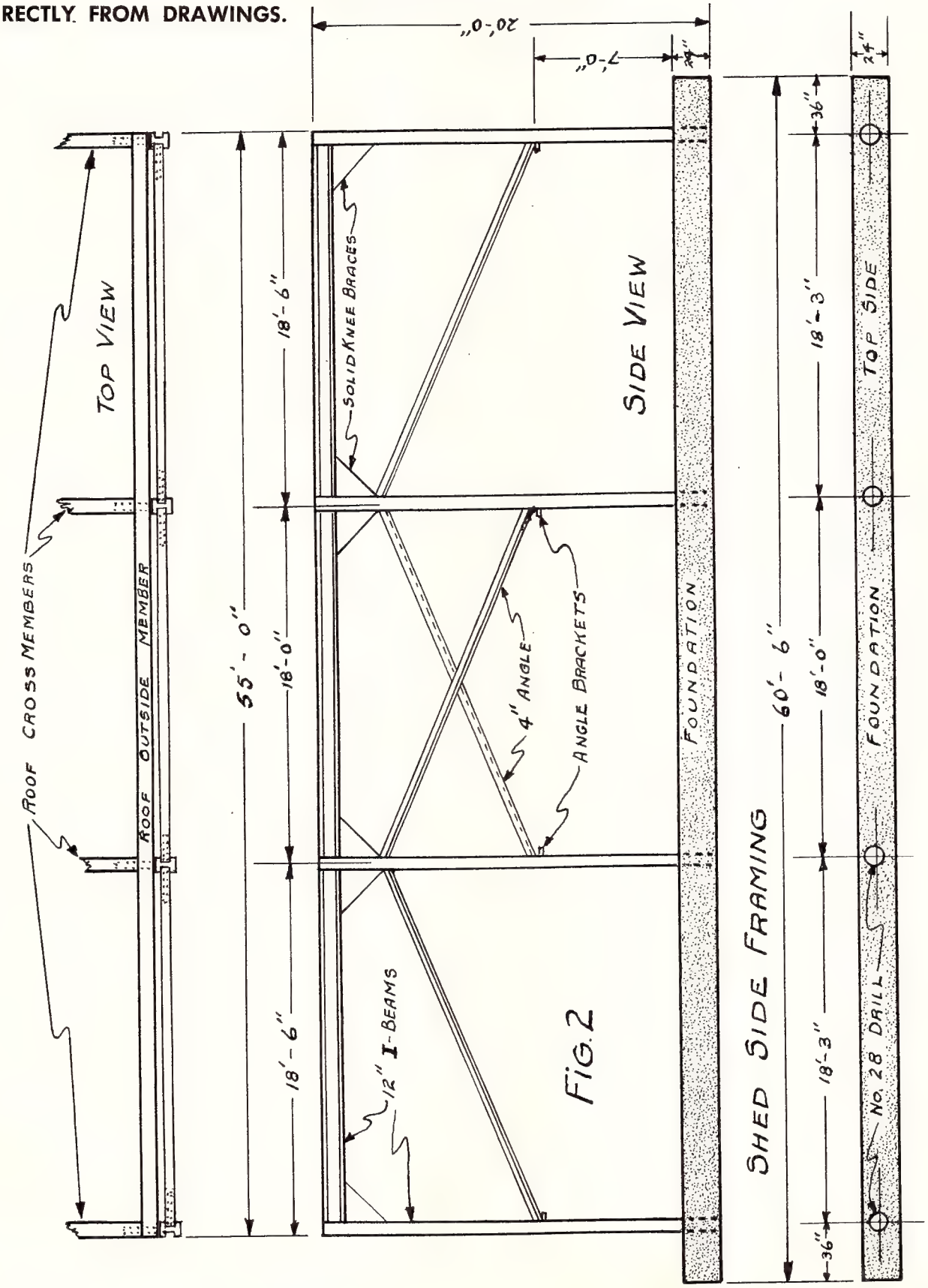
DRAWING FULL SIZE

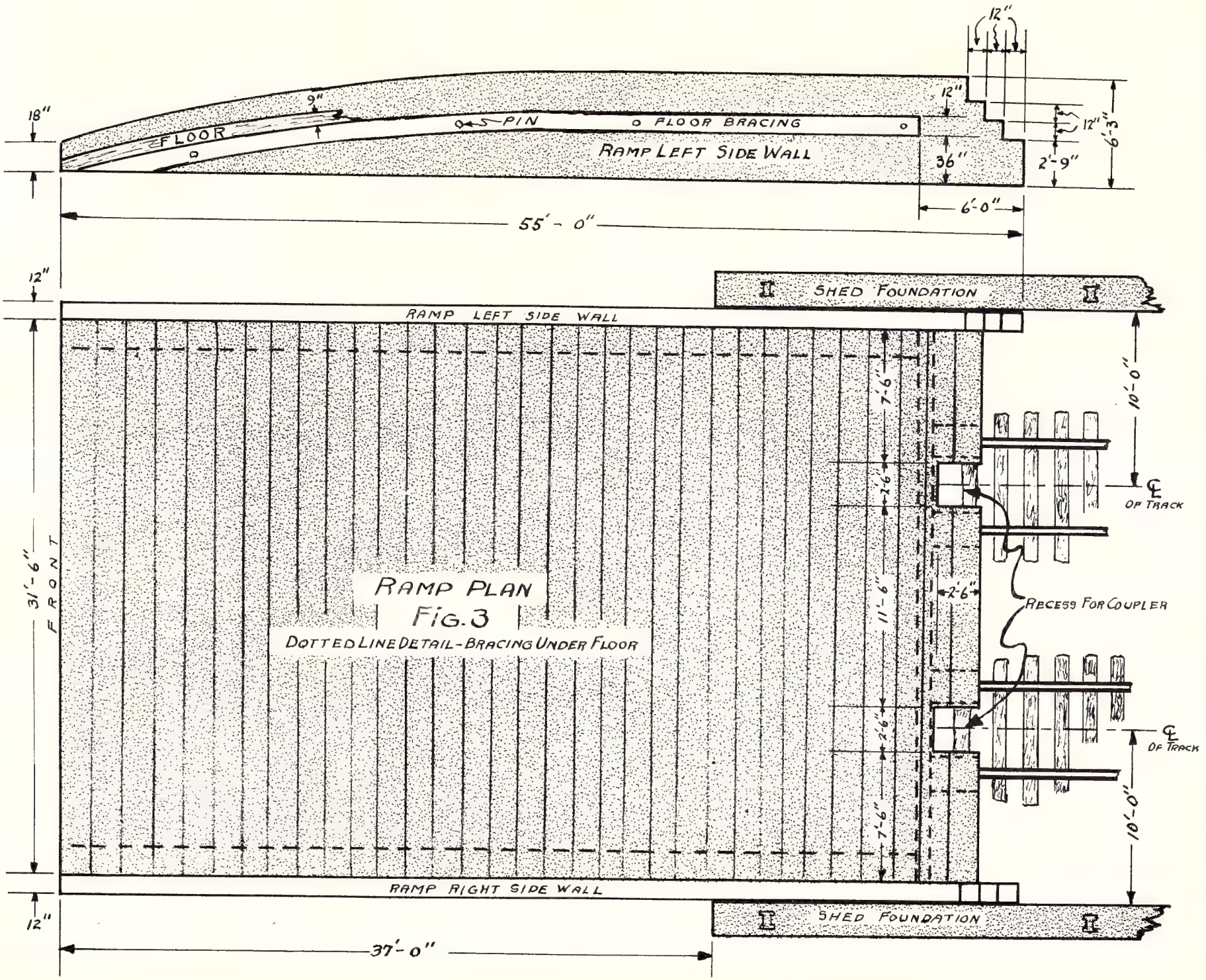
HO GAUGE

DIMENSIONS MAY BE TAKEN DIRECTLY FROM DRAWINGS.

MATERIAL

1 length of 3/32 x 1/8" stripwood
1 length of 3/32 x 1/4" stripwood
1 length of 3/32 x 1/8" stripwood
1 length of 1/4 x 1/4" stripwood
1 length of 1/8 8x 1/4" stripwood
1 length of 1/8 x 1" stripwood
1 length of 3/32 x 3" sheetwood
1 length of 1/32" thick scribed sheathing 3/64" spacing
2 lengths of 12"—I beam
1 length of 3/64" angle





RAMP PLAN

FIG. 3

DOTTED LINE DETAIL - BRACING UNDER FLOOR

photos by Walter R. Allen

road of the Greens & Reds

While OO gaugers are few in number, their layouts seem universally outstanding

THESE photos by Walter R. Allen picture a portion of one of the finest model railroad layouts in eastern Canada. Built by Pierre Bourassa, of Montreal, P. Q., it has been under construction since 1948. As might be expected, the motive power, passenger cars, and non-revenue cars are almost 100 per cent Canadian prototype. Don't let that New York Central hudson in the photos fool you. It's been carefully and correctly lettered Toronto, Hamilton & Bath No. 502.

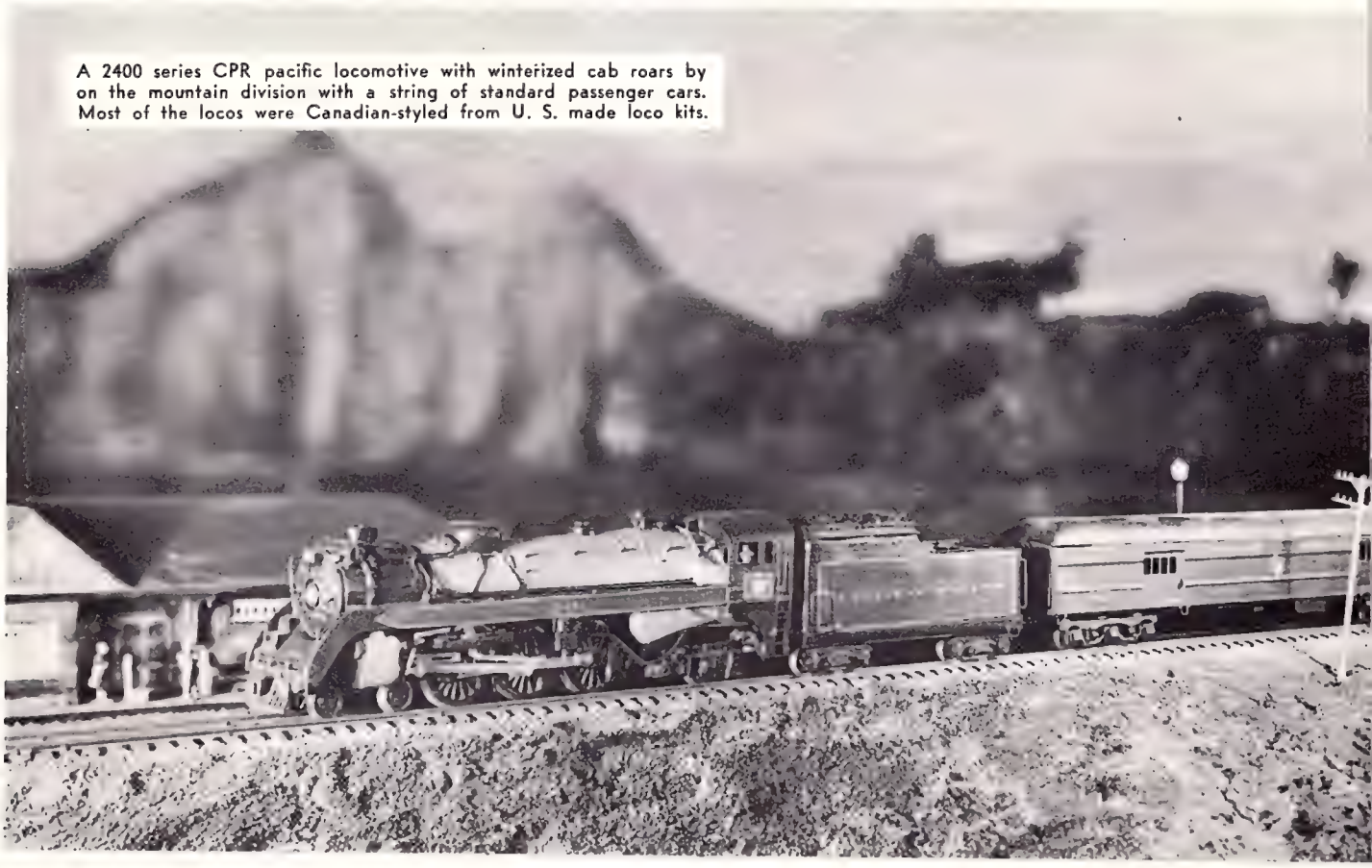
Probably the most unusual feature of the "Road of the Red & Greens" is its gauge. Perhaps some of you have noticed the presence of some HO structures on the layout. The Bourassa railroad is OO gauge, which scales out to 4mm per foot, as against the HO measurement of 3.5-mm per foot. OO gauge is just slightly larger. HO structures fit into OO gauge layouts without difficulty.

Motive power is largely a combination of Fred Schorr diesels and steam power by Nason, Lionel, and Scale Craft. The roster consists of 3 hudsons, a pacific and a consolidation, 2 northerns, and a jubilee. An article on constructing a jubilee 4-4-4 is scheduled for the April 1956 issue of RMC. There are also 5 F-3 diesel units, an E-8, and 2 diesel switchers. A gas-electric car, 30 passenger cars, and 80 freight cars complete the roster.

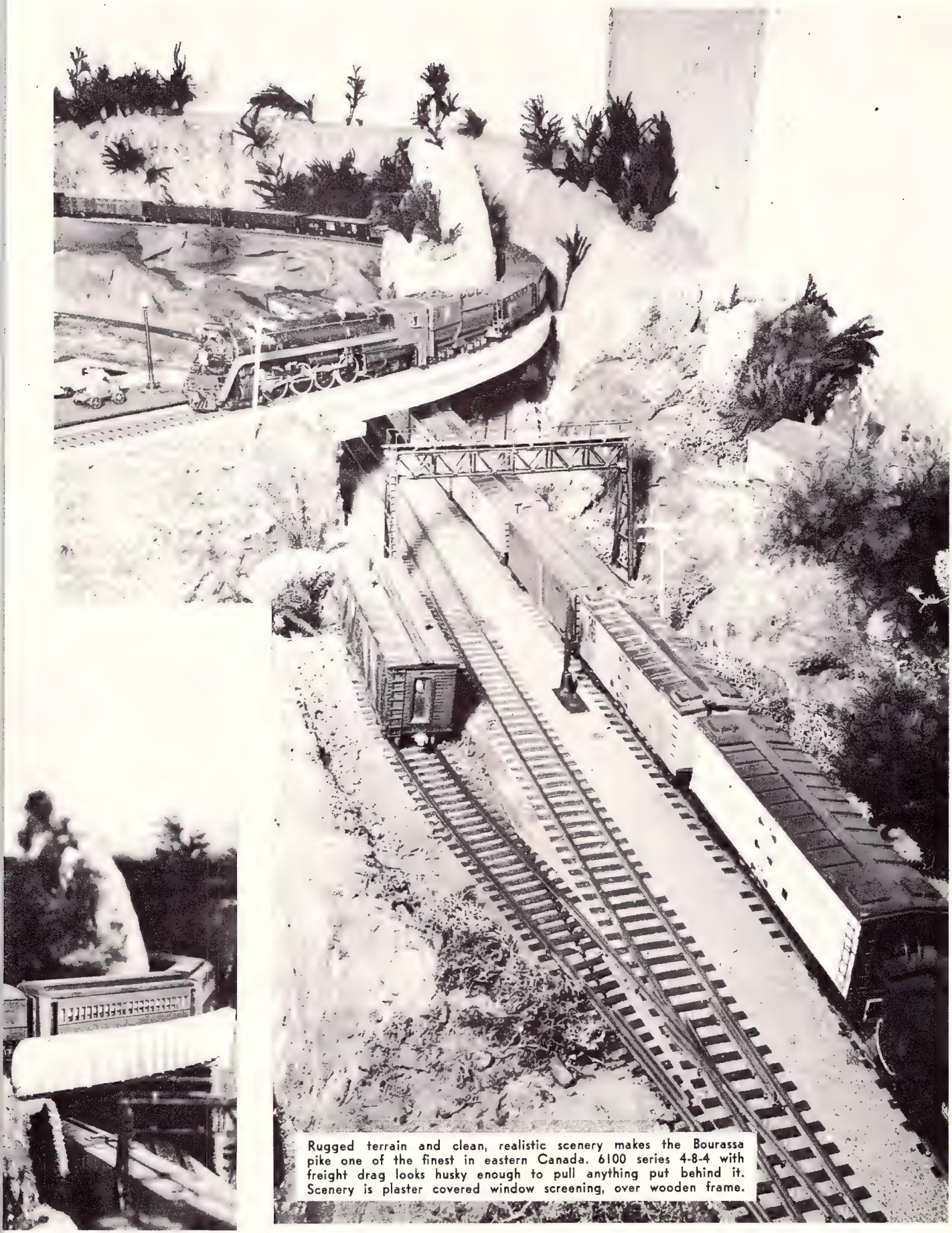
The maximum grade on the line is 2½ per cent and the minimum radius is a wide 36 inches. There is about 600 feet of track in operation with most of it completed with scenery.

Pierre Bourassa is in the watch business and is often on the road. Much of his rolling stock construction is done in hotels and he carries his modeling materials in special cases. New projects are always under way. At present a new scratch built pacific is nearing completion and a new turntable is being installed in the engine terminal.

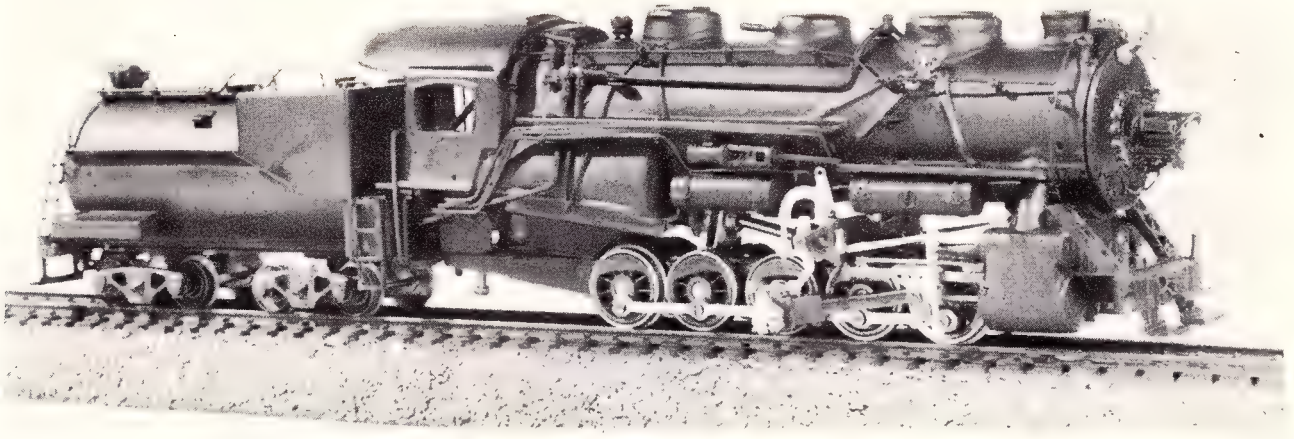
Jeannine and Pierre Bourassa, of Montreal, are the builders of this fine model railroad built in OO gauge. With only a few kit producers left in the gauge, OO gaugers are increasingly dependent on their own resources and skill. Curiously, OO gaugers have more top notch pikes percentage wise than those in other gauges.



A 2400 series CPR pacific locomotive with winterized cab roars by on the mountain division with a string of standard passenger cars. Most of the locos were Canadian-styled from U. S. made loco kits.



Rugged terrain and clean, realistic scenery makes the Bourassa pike one of the finest in eastern Canada. 6100 series 4-8-4 with freight drag looks husky enough to pull anything put behind it. Scenery is plaster covered window screening, over wooden frame.

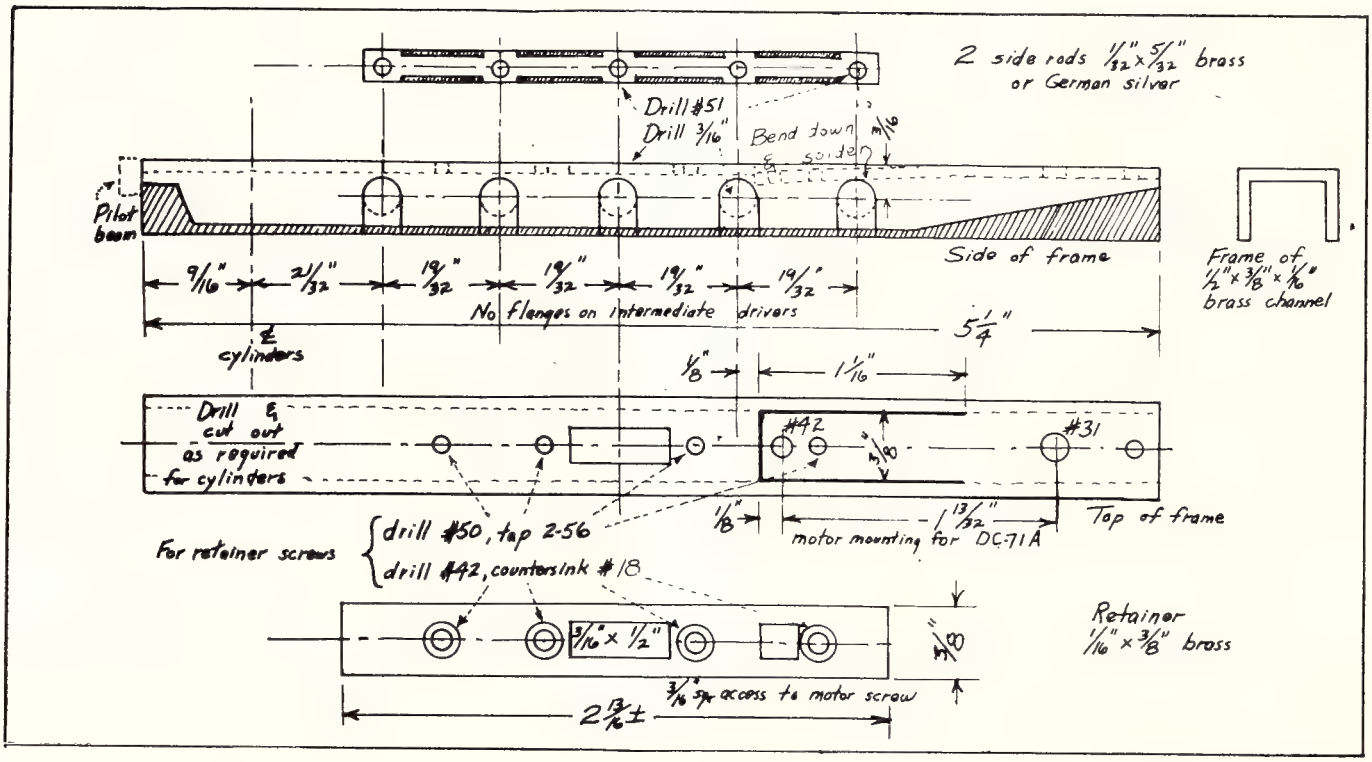


Rare in model railroading, this 0-10-0 switcher is a real brute for yard work. Parts came from a multitude of sources: boiler by Varney, tender from Kemtron, DC-71a motor by Pittman, and 51 inch Mantua drivers. From any angle she spells out heavy freight hauling.

THE eight-coupled switcher I wrote up in RMC for Nov. and Dec. 1955 seems to have created an interest in quite a few people for heavy steam power. In fact it may have, while still in its proof state, influenced the origin of an HO gauge 0-8-0 switcher kit which should be on the market by the time this article reaches print. Interest was expressed by several readers for an 0-10-0 switcher, one even wanting to buy same when, as, and if built. Eager for such special order jobs as will also net me an article in RMC, I obliged.

The ten coupled switcher shown here is strictly free-lance, that is to say it is not a model of any definite prototype but adheres (I hope) to good steam locomotive principles of design. It was designed by me to utilize 51" Mantua drivers and to fit under a Varney consolidation boiler. What? you shriek, you can't get Varney consolidation boilers! There are some sources of supply if your dealer does not have one. Your dealer may be dealing with a wholesaler who has been in business long enough to have some of these boiler castings in his stock. If not, your dealer can order directly from Varney (*you* cannot, since the factory in this case does not sell at retail)—I obtained one this way within the past year. The catalog No. is 1851-C, list price $8.00. You may also find somebody with a pre-war Varney consolidation with broken frame from whom you can mulct the body. Most of the pre-war castings were brass, the post-war ones lead.

You could also make up the boiler using the system described for the 0-8-0 in December 1955, changing dimensions of lengths only if required, putting on details as you see fit. The Varney consolidation boiler



photos by Sam Skean

by Bill Schopp

0-10-0

TEN COUPLED SWITCHER

For really heavy switching there's little that can outdo a husky 0-10-0. You can build this brute with parts from your scrap box plus a new frame.

needs work to this extent: you must cut out the very thick back-head of the firebox in order to make room for the motor. This I accomplished by drilling in from the back with an electric drill and then hacking, sawing, and grinding away—it is a hard place to reach. I then had to build a new support for the back of the cab.

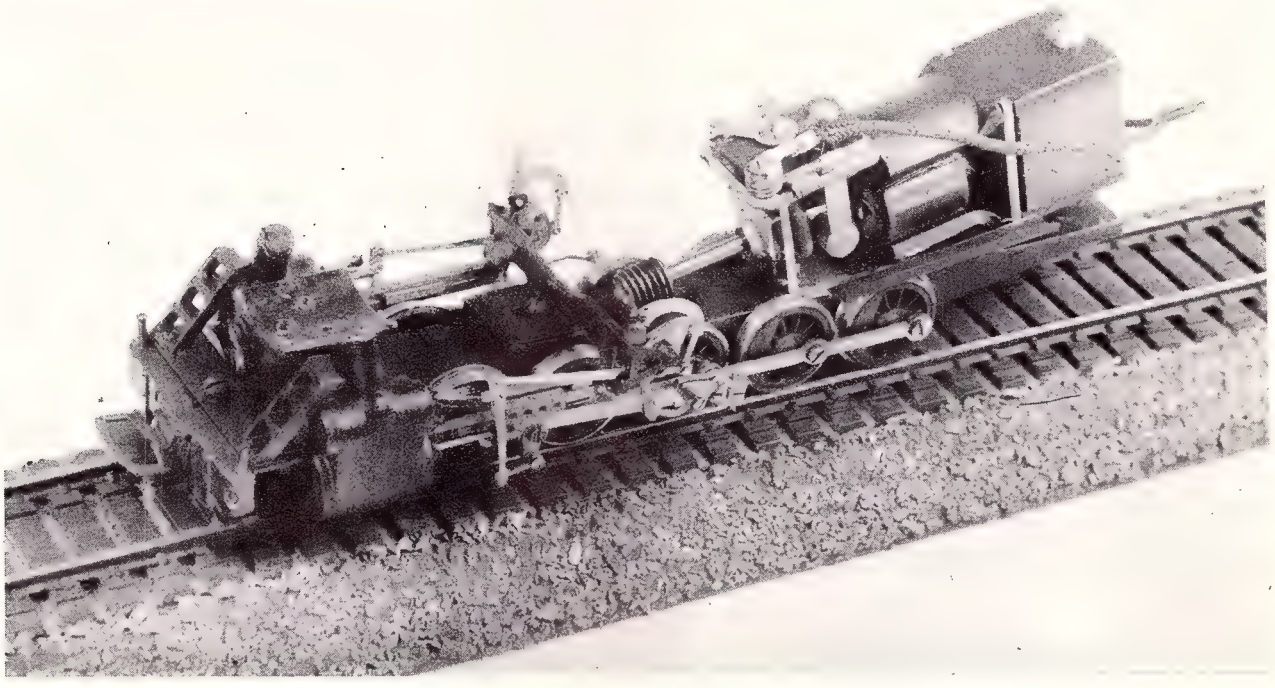
Frame construction follows the system described in the November 1955 RMC, except that the plans given herewith should be used. A DC-71A motor furnishes power via a worm and gear on the center axle. You will note that a peninsula is cut from the top of the frame and bent down as far as possible to make the worm, way out on the end of the shaft, mesh with the gear. When adjustment has been made, this peninsula is soldered to the sides of the frame underneath to prevent its getting out of adjustment.

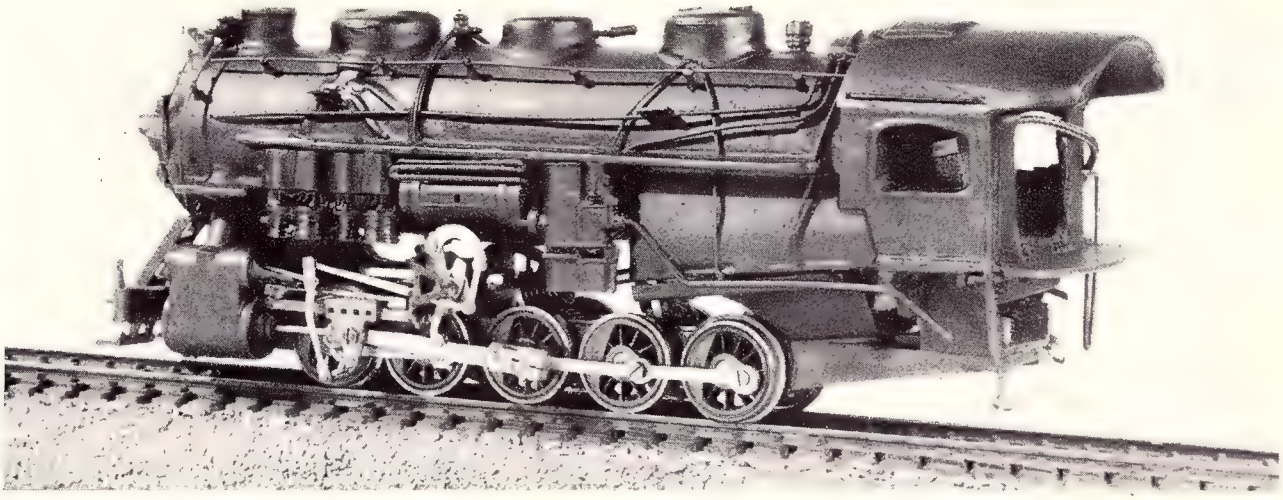
Please note that the 19/32" spacing of the axles implies that all three sets of intermediate drivers are blind, flanges removed. IF you wish to leave flanges on all drivers for big curves, wheel spacing should be increased to 21/32". WITH flanges off, I have had this engine taking 15" radius curves with ease. Admittedly some power is lost without the flanges, but there is power to spare with the whole front half of the casting laced with lead, as well as the cab roof inside.

Frame Construction

Here is an addendum to the frame construction article. I found that due to inaccurate work that the three center drivers of this mechanism did not quite touch the rail. Accordingly I took the mechanism (frame, wheels, motor) in both hands and pressed down on the center with my

Chassis view above shows method of mounting DC-71a motor on frame, plans for which are on opposite page. Use of boiler other than one mentioned will radically change engine appearance; may require some changes in mounting of superstructure. Center drivers are blind.





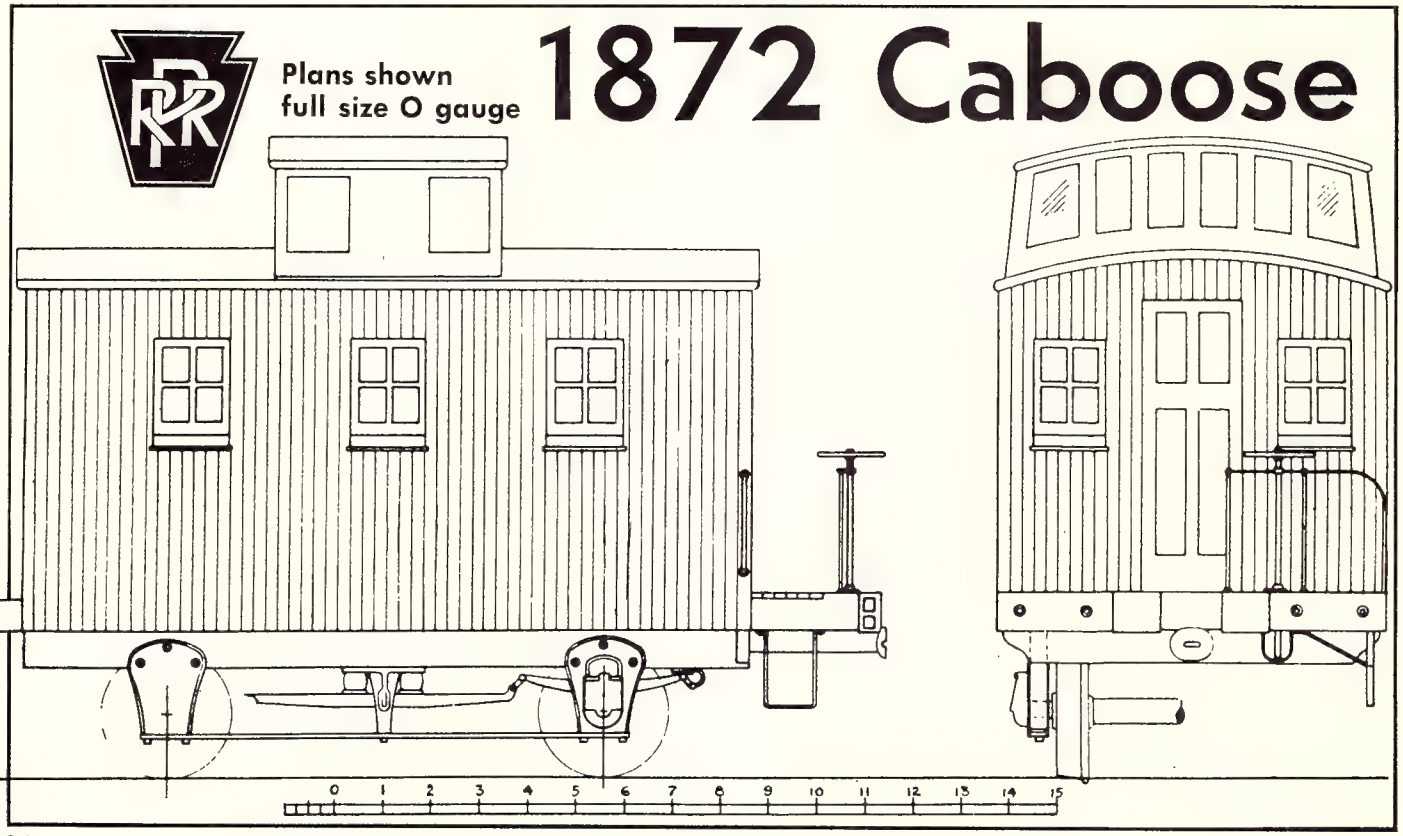
Left side view shows how motor protrudes into cab in author's model. Screw under cab is normally all the way up; holds front end of tender draw bar. Cab deck is black fibre which prevents short circuits.

thumbs. This bent the channel (which gets considerably more flexible when slotted) enough to make these wheels touch the track and even raise the end wheels a little. A little less bending brought the end wheels down. A little twisting was necessary, too, to get all drivers on the rails at once! This sounds like pretty shoddy practice and I guess it is from the standpoint of a machinist. Actually once you have it set, there is no reason for the frame to come out of adjustment unless deliberately distorted.

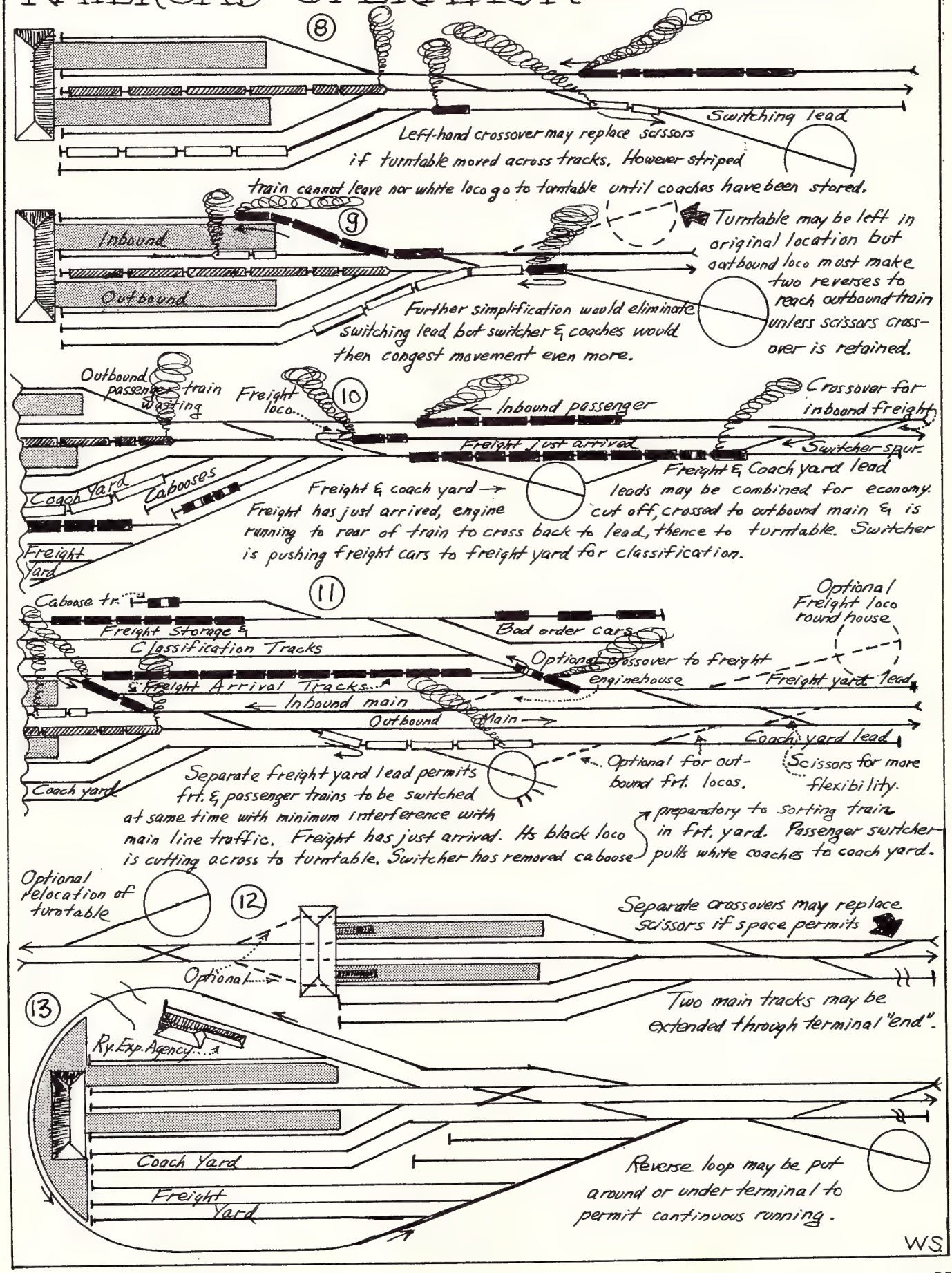
The choice of a tender may seem a little strange for such a big engine: the Kemtron shorty Vanderbilt. However all who saw the engine during construction agreed that it was *just* the ticket, not only making the engine itself look bigger but more realistic. After all, a yard engine would never be very far from a source of water or oil and so a large tender would not really be necessary. If a more conventional tender were desired, probably the best would be the Penn-Line low-side tender as used on the E-6 and H-9 models. The shorty Vanderbilt was altered to shorten the rear platform which has a lot of overhang, as well as to add a switching pilot on the rear.

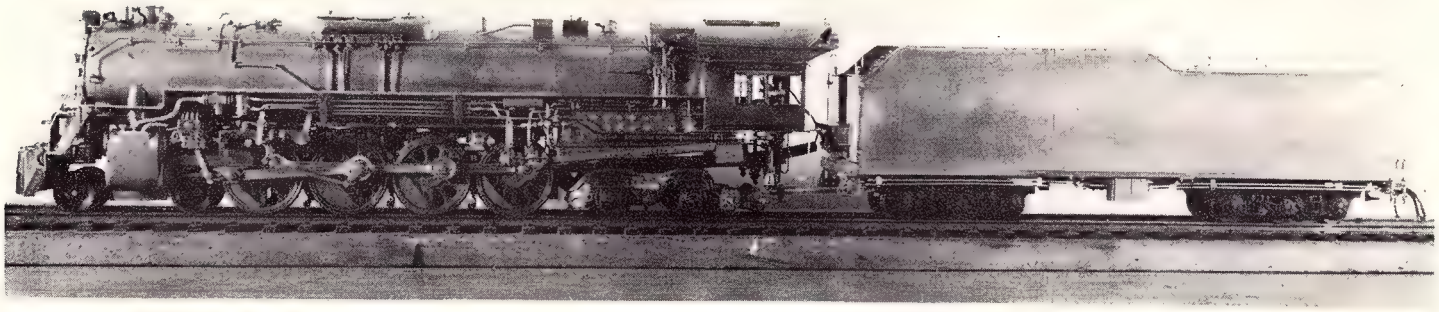
The cylinders and valve gear on my model were taken from the same prewar Varney consolidation which furnished the boiler, except that a new and very much shorter eccentric rod had to be made from 1/64" German silver. I believe that a better choice would be to use Mantua mikado cylinders and crossheads with Mantua Big Six valve gear.

The construction of this engine is not being described in detail since in general it follows that of the 0-8-0 previously mentioned and a lot depends on exactly what parts you have available to use.



RAILROAD OPERATION #1-B STUB TERMINALS

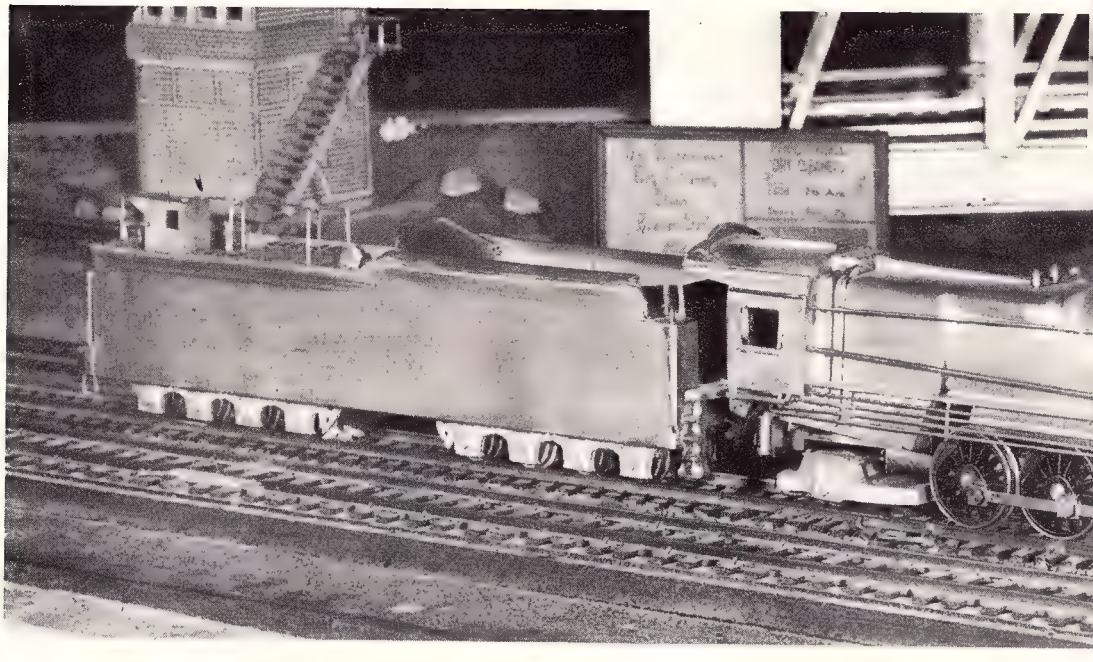

8
Switching lead
Left-hand crossover may replace scissors if turntable moved across tracks. However striped train cannot leave nor white loco go to turntable until coaches have been stored.
9
Inbound
Outbound
Turntable may be left in original location but outbound loco must make two reverses to reach outbound train unless scissors cross-over is retained.
Further simplification would eliminate switching lead but switcher & coaches would then congest movement even more.
10
Outbound passenger train waiting
Freight loco
Inbound passenger
Crossover for inbound freight
Freight just arrived
Switcher spur
Freight & Coach yard lead
Coach Yard
Cabooses
Freight Yard
Freight & coach yard leads may be combined for economy.
Freight has just arrived, engine cut off, crossed to outbound main & is running to rear of train to cross back to lead, thence to turntable. Switcher is pushing freight cars to freight yard for classification.
11
Caboose tr.
Freight Storage & Classification Tracks
Bad order cars
Optional Freight loco round house
Optional crossover to freight enginehouse
Freight Arrival Tracks
Freight yard lead
Inbound main
Outbound
Main
Coach yard lead
Coach yard
Optional for outbound frt. locos.
Scissors for more flexibility.
Separate freight yard lead permits frt. & passenger trains to be switched at same time with minimum interference with main line traffic. Freight has just arrived. Its black loco is cutting across to turntable. Switcher has removed caboose preparatory to sorting train in frt. yard. Passenger switcher pulls white coaches to coach yard.
Optional relocation of turntable
12
Separate crossovers may replace scissors if space permits
Optional
13
Two main tracks may be extended through terminal "end".
Ry. Exp. Agency
Coach Yard
Freight Yard
Reverse loop may be put around or under terminal to permit continuous running.
WS



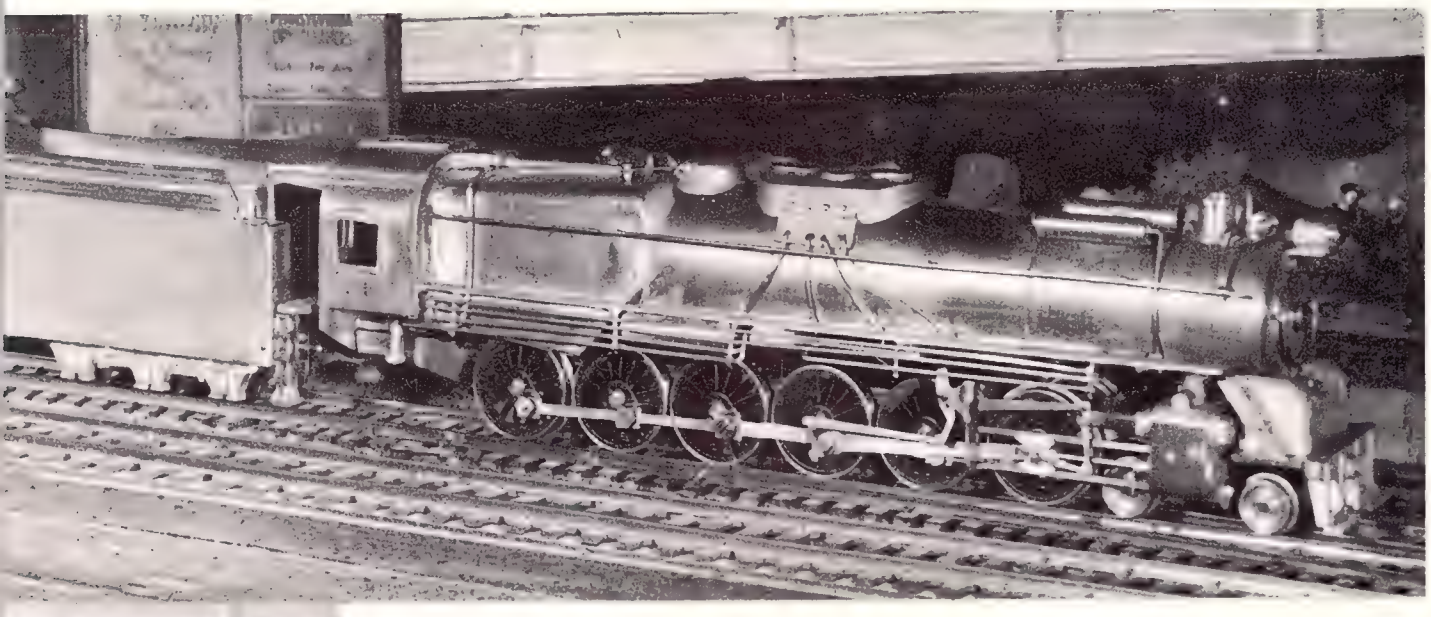
This beautiful super-detailed Lobaugh Greenbriar has just been custom built for Dr. Carl Ruff, of Clay Center, Kansas. Some of the extra details include jet lubes on the firebox, added rivet detail, circular tender aerial, hand etched number plate. She packs plenty of power. Built by the Famous Hobby Depot, in Elizabeth, New Jersey.

This giant 4-12-0 is a free lance HO engine built by Joseph Dorazio, of Norristown. A custom builder, Joe delights in fashioning his own large locomotives. This one has Pennsy lines, and could conceivably have been built by PRR had not dieselization curtailed further steam locomotive development. Center drivers on this behemoth are all blind.

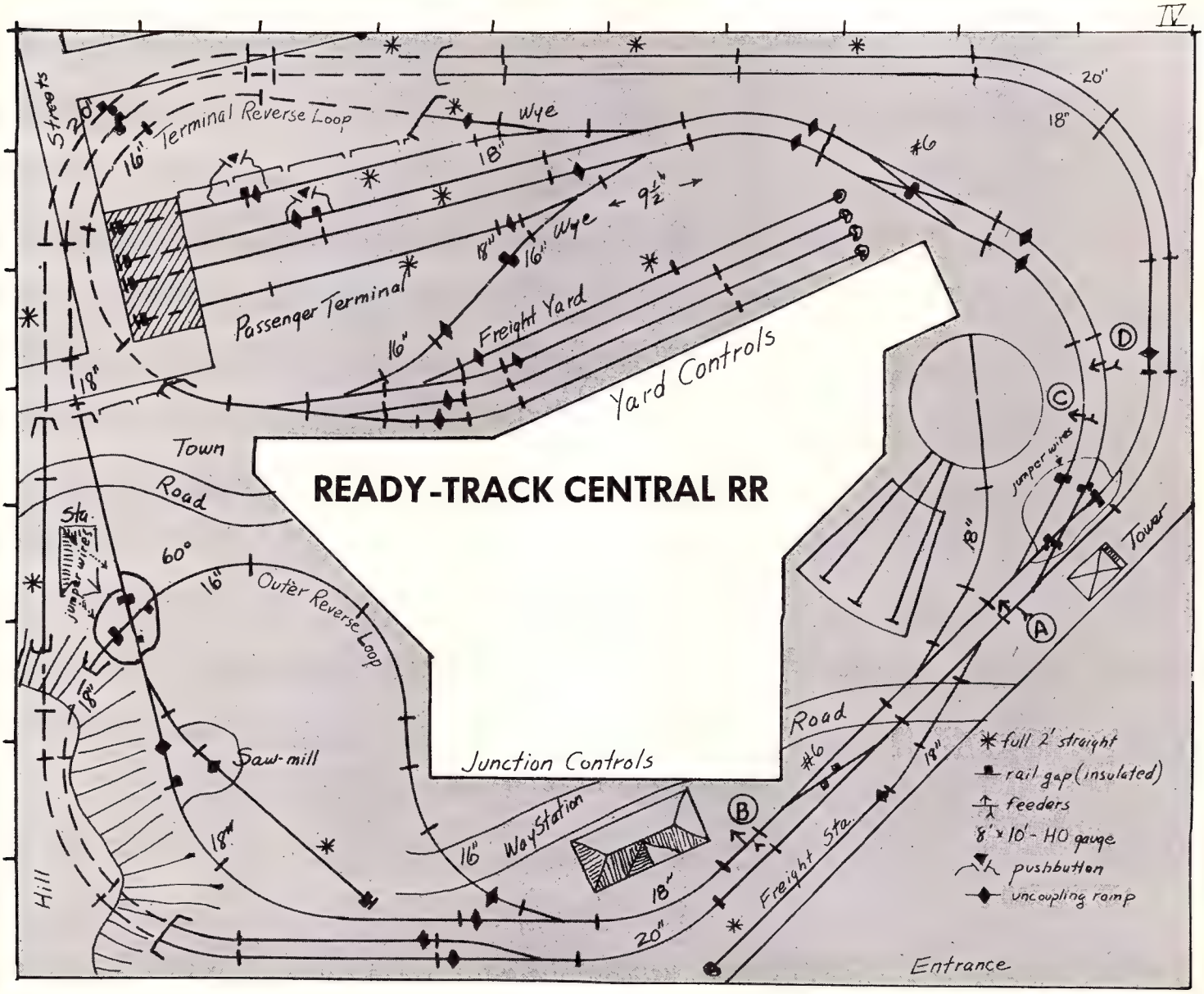
The 4-12-2 below is another freelance design by Joe Dorazio but again has an unmistakable Pennsylvania RR stamp. Joe can throttle this monster down to a crawl and we're told the average layout hasn't enough rolling stock on it to give this locomotive a fair test.



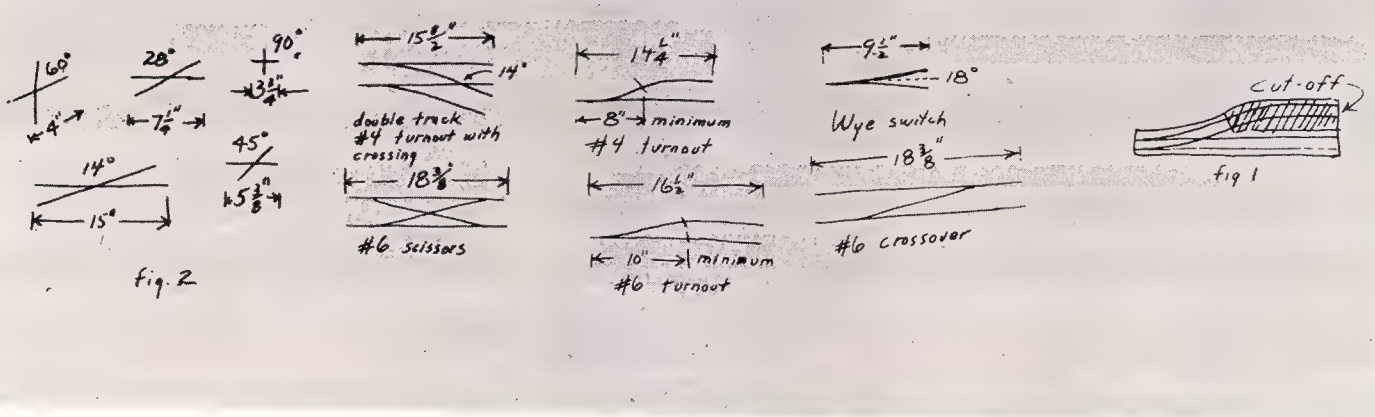
LOCOMOTIVE PARADE



E. M. Garrison, of Santa Cruz, California, built this ¾ inch live steamer from Little Engine parts, plus some of his own. He made the patterns for the cylinders himself, molding them in sand and then pouring his own brass castings! The boiler is made of ⅛ inch plate, formed and welded. It was tested to 300 lbs. cold water pressure before mounting. The water pump on the side is real but the air cylinder under the running board is really the whistle; the long length giving a realistic deep throated tone. Tender frame is welded steel channel; body is galvanized steel riveted, soldered.



READY-TRACK CENTRAL



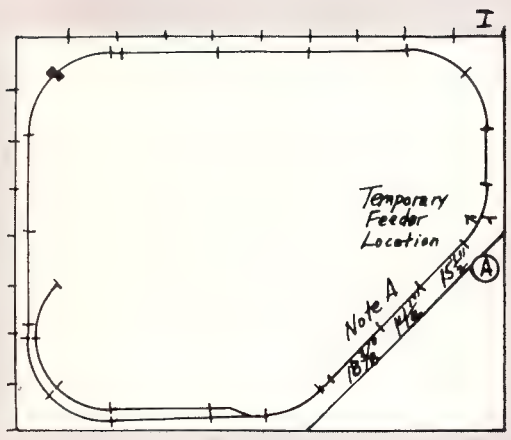
by the Layout Doctor

AN around the wall type HO layout is presented this month for a room seven by ten feet in size. One of its most attractive features to the novice railroader is the track which is kept all on one level. Construction is begun with little more than a simple loop, which helps get trains running almost immediately. Additional track and switches are added in budget priced sections so that the completed design has that complicated look so impressive to those who don't know how really easy it all is.

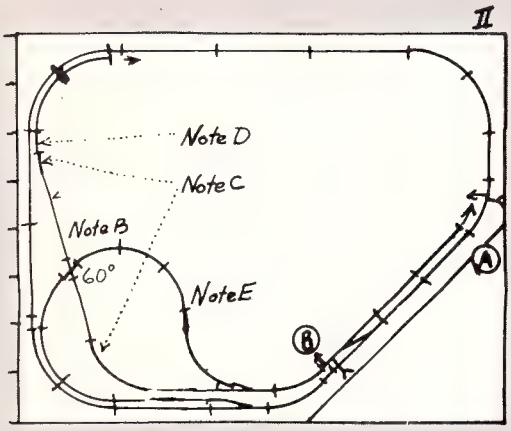
For the design of this layout I used Tru-Scale's Ready-Track, my first concentrated acquaintance with this fine product. It should be pointed out to begin with that Ready-Track is not a complete system like Snap-Track or Fleischmann or Rivarossi or Marklin sectional HO track. While a very complete variety of components is available, there are not the inevitable assortment of fractional pieces, terminal sections, and switches that fit into the circles that the other makes have (these may be along, for all I know, later). What Ready-Track amounts to is ready laid, painted, and ballasted regular Tru-Scale roadbed arranged in parts of uniform length or arc. You cannot throw down any but the simplest layout in a few minutes as you can with the sectional tracks, but you do make an immense saving of time over spiking down separate rails on regular Tru-Scale roadbed. And you can re-use it a lot easier than regular Tru-Scale.

Our seven by ten foot room has an entrance door and closet door at the lower right hand corner, so a triangle, four feet on each leg, is left open in that corner to give easy access to the room for operators and spectators. You will erect a platform around the room of the shape shown, making it of a height consistent with your ability to duck under in the vicinity of "back of the roundhouse." My suggestion for a height is 40", but there is much to be said for heights both lower and higher than that. Perhaps the height will be determined for you by windows in the room.

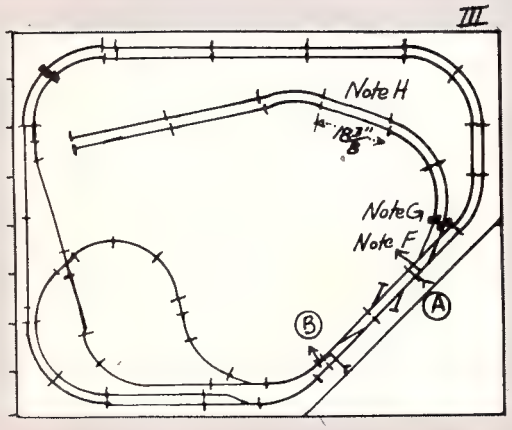
Stage I of this Ready-Track Central (shall we call it?) consists of a complete circuit around the room, made with 20" radius curves and just one right-hand switch. There are in this circuit five complete two foot lengths of straight track, the re-



STAGE I



STAGE II



STAGE III

SUMMARY OF PARTS REQUIRED FOR STAGES OF "READY-TRACK CENTRAL"

Stage	20" R curves	18" R curves	16" R curves	full straights	cut straights (total)	No. 4 R switches	No. 4 L switches	No. 6 RH crossovers	60° crossing	No. 4 LH double turnout	No. 6 scissors crossover	Y switches	Power packs or lab Controls
I	8	3	—	5	6	1	—	—	—	—	—	—	—
				(additional for next stage)									
II	—	4	5	—	3	1	—	1	1	—	—	—	1
				(additional for next stage)									
III	3	7	—	7	3	—	3	—	—	1	—	—	2
				(additional for final stage)									
IV	—	—	5	6	1	1	5	—	—	—	1	2	—

NOTE: Summary of cut straight sections is supposed to represent total of full sections to be cut up as required.

NOTE: 2 power packs or cab controls indicated for stage III may be put off till stage IV or even longer.

mainder being cut to fit *on the job*. This is a ticklish task since you don't want to get the cut pieces too short; hence cut them a little long, then trim to size. A razor saw, obtainable at your dealer's, will be found excellent for cutting through both the brass rail and the wood roadbed, with minimum burr on the brass. A jewelers' saw may also be utilized. Some spikes may have to be moved or added in the cutting process.

Note A on stage I drawing refers to the string of dimensioned sections of straight track along the diagonal edge of the table. These should be cut to the lengths specified so that the crossover, switches, and double-track turnout shown here on the final plan may be substituted without readjustment of the track as to lengths. The feeder for this section, A, is placed at other than its final location because of this track replacement scheme. Don't forget the pair of gaps or insulated rail joiners in the upper left-hand corner of the plan or your whole layout will short out on you when you throw the single switch.

Incidentally the single switch in this first stage is the only one of the switches (other than crossovers or other complicated switches) on the whole layout which can be left in the shape it comes in. Others must have the unneeded part of the switchblock and rails cut off as shown in fig. 1 in order to continue the curve or add other switches close-up. The wye switch is the only one that comes already trimmed down to a minimum length. I have shown on my sketches of the No. 4 and No. 6 turnouts in fig. 3 the suggested minimum lengths of the curved parts of the switches —although there is no reason to cut off the straight part unless required by the layout.

In Stage II, we first add the 60° crossing (for dimensions of crossings to use on your own layout designs, see fig. 2) at the end of the siding. Next lay the right-hand switch opposite the present single switch, then continue the straight track on parallel to the present two tracks. These three tracks should all measure two inches from the center of one to the center of the next, that figure being standard throughout the Ready-Track line. You will have to lay out the track sections roughly on the table top to see just how much will have to be cut from the straight sections to fit. The Note C refers to the two cut curved sections, actually the two parts of a single section of 18" radius curve. One is 30° or 2/3 of a section, the other 15° or 1/3 of a section. The lengths of the two straight sections pointed to by Note D will have to be determined by laying out the track (with the 15° curved piece) on the table top, keeping in mind the 2" center to center spacing desired where the tracks come parallel again. At "Note E" at least one and perhaps both of the 16" radius curved sections coming into this area will have to be cut and certainly the short straight will. Again, lay out the parts on the table top and then cut conservatively, rather than trying to do it all at one clever stroke.

Back to note B again. The Ready-Track crossings are of the type which can be made live all the way through. No plastic or wooden spacers for insulation are needed. Four wires will be found dangling from the underside of the block, and four cuts will be found through the rails in the diamond of the crossing. The instructions for hooking these wires up (with a DPDT switch) are given in the instructions with the crossing so there is no point in going over them here. However I believe that this particular 60° crossing could omit the DPDT at the sacrifice of the no-dead-spot principle. Only the two acute angled frogs of the crossing would be live, the obtuse ones dead. The lower left acute or V frog would get its power from the outer rail of the inner oval, via a jumper wire. This would always have the same polarity then as the inner rail of that part of the Outer Reverse Loop. The upper right V frog of the 60° crossing would get its polarity from the outer rail of the Outer Reverse Loop which would be the same as the inner rail of the inner oval. Unless motive power with short wheelbase was run across this crossing slowly, there would be no stalling, nothing more than a slight hesitancy. If you don't like it, wire up as per Speedi-Track directions and nothing has been lost. The gaps in both rails to left of crossing divide the inner from outer ovals.

Stage III shows the double track continued on around the walls, an obvious move. In addition the double track No. 4 turnout (left-hand) has been installed and its stop-gap sections removed. A couple of the switches, as to the freight siding and the turntable have been installed, although I have not indicated that track in detail. The future double track terminal branch is at present *just* that. Note F indicates that for economy reasons you might at first only want to install a single left-hand No. 4 turnout instead of the double-track one, in which case it would be in the inner track. The wiring of the double track turnout's crossing is explained in the instructions that come with it, so will not be gone over here.

Note G indicates that although gaps (insulated rail joiners) are shown in both rails at this site preparatory to having each terminal approach track under its own controller, these could be temporarily omitted or better yet jumped around so that each of the two terminal tracks could be for the while (and maybe a long while) under the control of one or the other main line ovals. Note H indicates that you could even put in the scissors crossover while this state of affairs existed.

The stage IV would be the comple-

tion of the yard and terminal area. The No. 4 left and right switches need to have their branches cut off 9½" (measured along the straight track) from the beginning of the track, and then a wye switch affixed. The single rail-gaps with push-buttons around on two of the terminal tracks are for holding engines after they have uncoupled and pulled up and while a switch moves the coaches over to a departure track.

The terminal reverse loop with its 16" radius curves as well as the throat of the freight yard will have to be laid out roughly with the actual whole pieces of track and switchwork on the table top in order to see just where cuts have to be made. Let them overlap and cut off the overlap. Again, cut conservatively since it is easier to cut off than to add on. Freight trains should start to round this Terminal Reverse loop clockwise, then back into one of the freight yard tracks. Alternately they could proceed either way as far as the uncoupling ramp at either end of the loop track, cut off and go to the roundhouse, and let a switcher take over. It is not good policy to have a switching lead in a tunnel, but the idea is to have the entire plaza and terminal area in the upper left corner lift-off-able for access to a derailed or stalled train.

Although there are four control blocks on the finished layout lettered A, B, C, and D, the ideal method of control would be with ONE power pack of three to five amps capacity and four sets of controls. All power pack manufacturers with any "line" provide the materials for this, the sets of controls often being called "cabs." The "original" power pack may not even have controls of its own, or, if it does, the uncontrolled D.C. output may be led to as many additional cabs as you require at the moment.

Not too much is made of scenery on the layout drawing. The town around the terminal at upper left could be developed and might even be extended by running a street over the double track down the top wall, the trains perhaps being visible through open arches. The hill or model railroad "mountain" in lower left corner could be made a scenic feature, while the saw-mill could be either of the Suydam kits. It doesn't really have to be a saw-mill if you'd rather have something else. Between this saw-mill area and the Terminal site, there is a low spot where you can have a road and country village. In upper right hand corner, the main tracks could run through a tunnel in another hill or a small city or industry could be located between the two double tracked lines.

In preparing this layout, we had to measure up the various track specialties which Augie Kniff of Tru-Scale sent to us for just such layout purposes as this.

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MAR. 1956

My choice for the five best articles in this issue of RMC is as follows:

1 .....

2 .....

3 .....

4 .....

5 .....

Favorite Department is .....

Favorite author is .....

I would like to see .....

.....

I don't like .....

Why? .....

My scale is ..... Scale ..... Tinplate .....

Name & Address .....

THE route of your model pike has been surveyed; stakes driven—and the "grading" is moving fast. With the "grade" or roadbed brought up to surface at full width, the tie crews are following close, distributing ties along the route one per every two feet on tangents—a little closer on grades and curves. The contractor's dinky little tank steamer (a light engine because the track has not yet "settled" nor been ballasted) is moving forward to the railhead with flats loaded with rail. Now we hit our first problem — the kind that made many contractors and even railroad companies go broke if specifications were adhered to in too rigid a manner—without alternatives.

A swampy spot must be crossed—a place subject to seasonal flooding —and a hard bottom under the "soup" proves to be further down than earlier surveys indicated. Expensive earth fill and rock could be dumped endlessly — before a firm roadbed would begin to build up to grade level. However we aren't going to waste time and money in getting our road built. The dinky engine side-tracks the dump cars, and brings up a pile-driver:—the swampy stretch will be crossed quickly and economically with a pile trestle. This is a very simple type of trestle for heights below 30 ft.; many miles in length (as was the Lucin Cut-off across Great Salt Lake). So let's look over the specifications — you can model your favorite duck-shooting spot without curtailing the track plan—or even cross a small pond or lake with a pile trestle.

The piles are simply giant tree-trunks—minimum butt diameter is a foot. Top diameter is of course slightly less due to natural taper. If your road is a light branch line or narrow gauge, and the height of the bent (individual supporting assembly) will not be over 5 ft., three piles per bent might be used, the middle one centered under the track and the others spaced out about 4 ft. But on a road with heavy locos and traffic, all bents should have four piles.

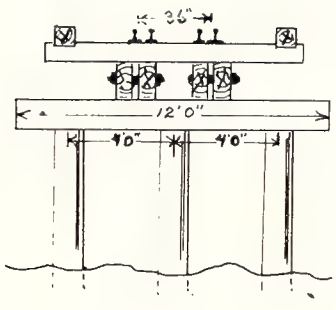
These piles are all driven vertically for heights up to 15 ft. The center pair is spaced apart at 4'6", and outer piles spaced 3'3" or so beyond them. Between 15 ft. and maximum height at 30 ft. or so, the outer piles take a "batter" or a spread outwards towards the base, of 3 inches to the foot. Across the tops of the piles, at sawn level, goes the "cap" timber, which is a foot square at minimum. Sway-braces may be used if desired, 3" x 10", to knit the bent into a stronger unit. One on each side of the bent, they give the form of an "X".

As swampy ground tends to be level, it is a simple job to make up the necessary pile bents right on the bench. Sketch the desired plan, to size and tack down under waxed paper, on a board. Drive pins to hold the piles in place on the plan, and cement on the cap timber. The sway brace on one side can also be put into position before lifting from this simple jig. Of course you can actually "drive" your piles by drilling holes to receive them in a baseboard, but alignment to a level grade will be a little more tricky.

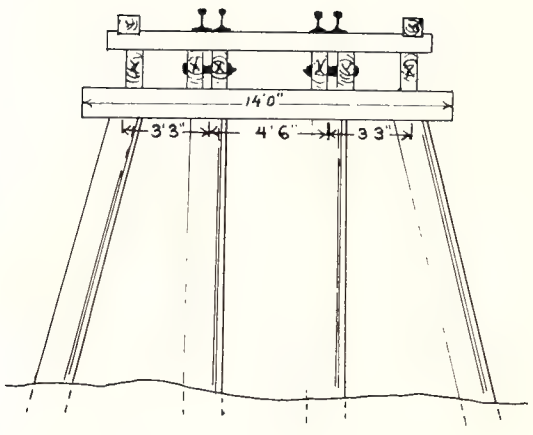
The track structure is carried by "stringers" resting on the caps. The size, number and spacing of your stringers will depend upon the weight of your locos and amount of traffic. If you're running giant steamers, electrics and diesels, it is a very different proposition than a very light standard or narrow gauge pike running locos under 20 tons weight. Generally two stringers go under 20 tons weight. Generally two stringers go under each rail to carry the load direct, and are at minimum 8 inches width and 16 inches depth. The distance between bents is often 16 ft., and stringers will generally be twice the span length so that the ends will not come opposite each other. They are spaced apart by about 3" face to face on the caps, to prevent rot. It is actually impossible here to give complete figures on pile trestles for all loads; if you're running heavy modern equipment, don't hesitate to beef up these dimensions some, use three stringers per side for rail support, and move the bents as close as 10 ft. on a span. A very light road with dinky locos can go some distance in the other direction. However wood was usually abundant in the early days, and it can generally take a short term overload of as much as 50 per cent!

"Jack" stringers are generally used to run under the outer ends of the ties. In this position, they carry little load—except in case of a derailment. Then they are really busy; without them, a loco could easily tear up the ties and plunge into the muck! If you are building a very temporary or little-used trestle, take a chance without them if you want; I have!

Bridge ties are always extra long and heavy, and spaced close. About 9x9 by 12 ft. long will do the job. Space them the width of a tie apart. "Guard timbers" are generally laid along on top of the ties near the ends, notched to set down on them



light pile trestle

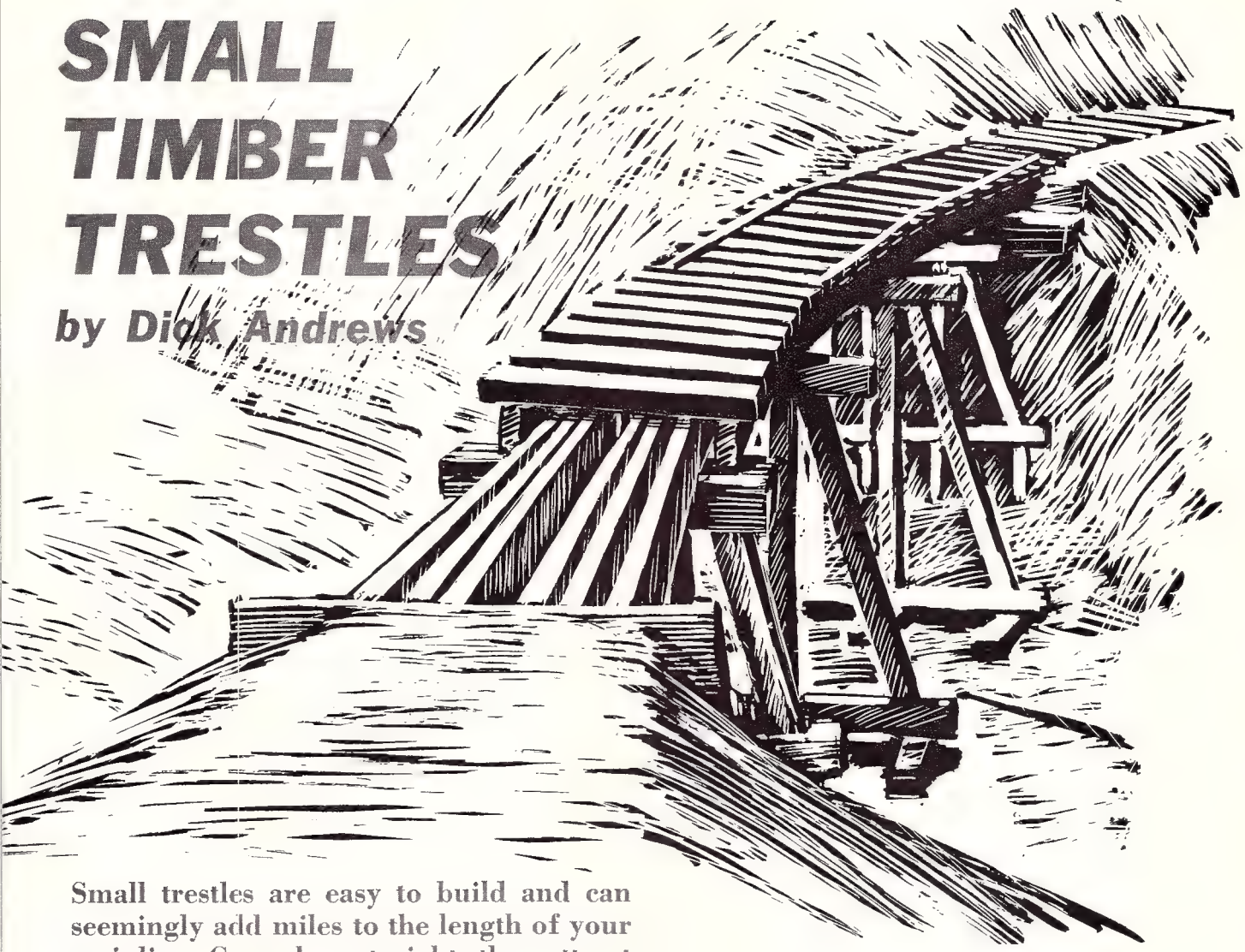


pile trestle with "batter"

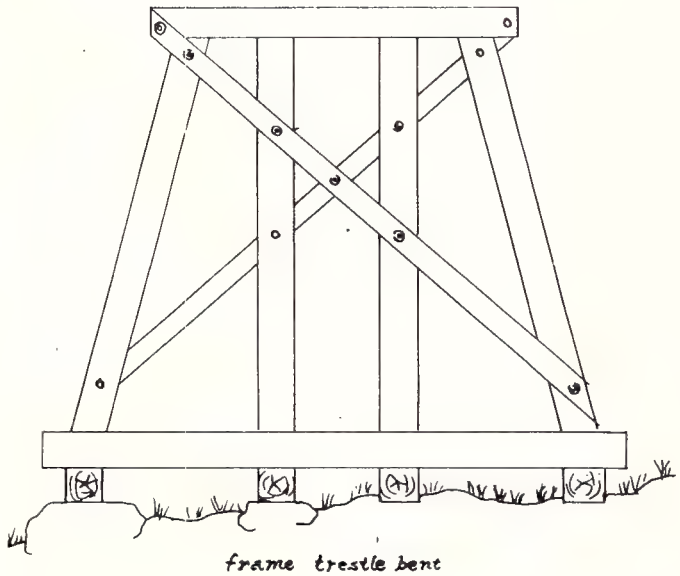
FULL SIZE HO GAUGE

SMALL TIMBER TRESTLES

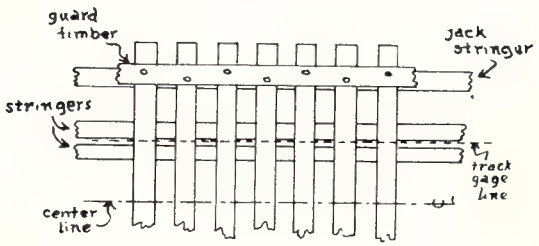
by Dick Andrews



Small trestles are easy to build and can seemingly add miles to the length of your mainline. Curved or straight, they attract the eye by their seemingly delicate look.

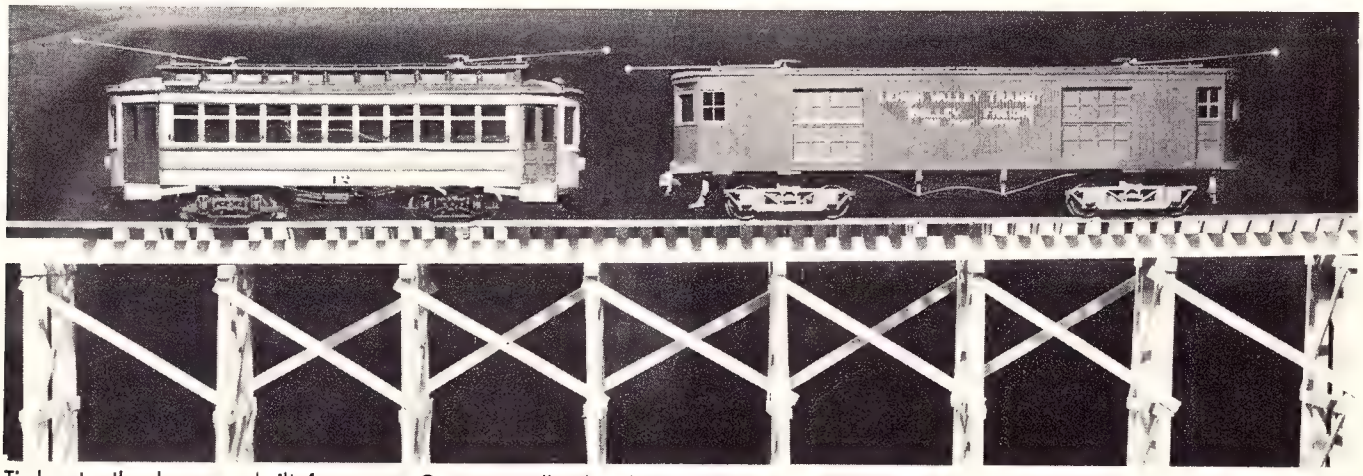


frame trestle bent



top view track structure

OVER—THERE'S MORE



Timber trestle above was built for use on O gauge trolley line but would also be suitable for any branch line railroad. Model is sturdy enough to support weight of heaviest model locomotive but would not look good. Trestles can be of any length or height; look good long.

for a firmer grip, and bolted at least to every fourth tie—sometimes every tie. They make a stronger structure, and tend to keep derailed wheels from taking that fatal plunge. Guard rails inside the running rails are generally used, their ends at either end of the trestle being angled inwards to keep a wheel from smacking into the rail butt end on.

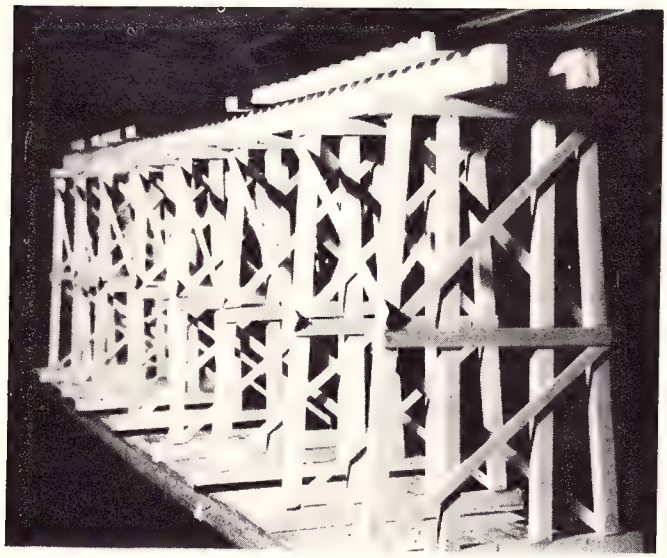
The abutments or end foundations of your pile trestle can be masonry, concrete, or themselves piles driven in a row rather close together and holding back the embankment with heavy planking.

Many fellows with a yen for a little pond, harbor or other low ground on the layout, have not wanted to yield that much space from the track plan; a pile trestle gives a swell answer. They can be double-tracked (simply add stringers and piles per the general principles given here); there are even pile trestles with side tracks on them, and I've known of at least one with a siding to an ice house—just offshore along a crowded waterfront. All structures there were on pilings!

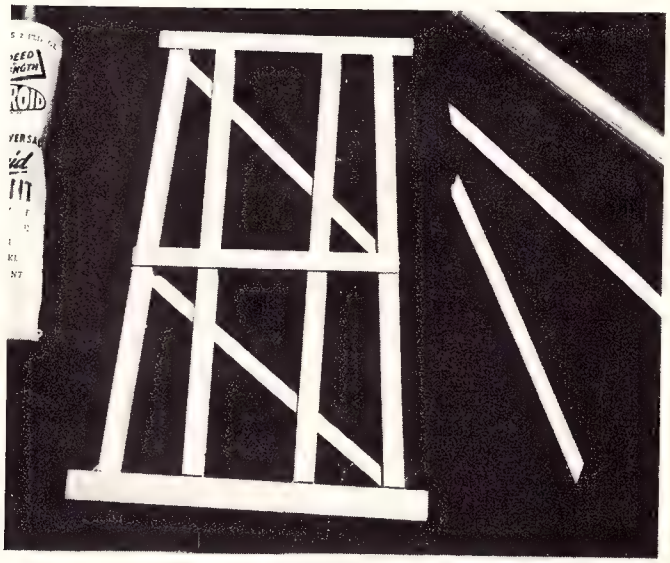
The other chief form of trestle is the "framed bent" type, strictly for dry land use. This is the most familiar to model railroaders, but is generally done in terms of the "high, spidery" variety. However our pike might hit a place where a low framed bent trestle might come in very handy—as where the "mountain division" in gaining altitude, swings across the lower levels and yards. Most aspects of the framed bent trestle are exactly the same as the pile type, except the bents themselves, and their footing. The bents are framed up from sawn timbers which are one foot square at a minimum. Four "legs" are invariably used, the outer two having the 3" to one ft. batter. Spacing of the legs at the cap is the same as for the pile trestle. A framed bent under 10 ft. in height is not apt to require the sway-bracing; from 10 to 20 ft. heights call for a single "X" brace of "3 x 10" timbers. A scale 20 ft. or so will provide clearance for another line of track running underneath, and if such tracks pass under at an angle, the bents may be placed parallel to them, and thus at an angle or "skew" to the track they are carrying. Aside from the square timbers, these bents also differ from pile bents in having a "sill" upon which the legs or "posts" rest. This sill cannot rest on the ground direct without danger of rotting; also of course the ground is not always exactly level. Masonry foundations are the best; however large rocks and boulders have been used; also sub-sills or mud-sills—short lengths of 12x12 timber placed crossways under the sill of the bent. Occasionally mountain streams are crossed with the bent resting on piers made of log cribs (laid up log-cabin style) and filled with rocks. These cribs are the length of the bent sill, and spread out towards the base in section.

The sketch shows a very simple framed bent trestle crossing a dry gulch, so typical of parts of the west. Note mud-sills under the two bents in the middle—and short piles under the one at the far end. This trestle

Diagonal bracing on bents gives added stability and strength. The model illustrated is made entirely of wood; is held together with pins and cement. Trestle is over two feet long, ten inches high.



Bents are the heart of the trestle, should be spaced from five to fifteen feet apart. The number of bents and use of bracing will be governed by type of abuse to which the miniature trestle will be put..



(*Continued from page 34*)

SMALL TIMBER TRESTLES

swings the track at grade across a low spot on an easy curve, where—to have followed the curve of the hill on the ground—would have forced a very sharp bend. The road might later build a box culvert to handle drainage and fill the trestle in. Or it might leave this structure in place, simply renewing members as needed. A wagon road—or even another railroad track—could easily pass underneath here.

Note that on a curved trestle, the bend is taken in short spans and only the rails themselves will actually curve. If you want a "super-elevation" of the outer rail, perhaps the easiest method would be to draw up your bents with the required slant in the cap itself. On your pike, a low framed bent or pile trestle is quickly made; it can be a rather long affair like a five-span job I once whomped up—and which on later pikes has always been useful for shorter trestles and even culverts here and there! None of these was more than a scale 4 ft. in elevation from top of ties down to baseboard.

If you have been cutting up Wen-Mac "C. P. Huntington" kits to make various old-time narrow gauge and standard gauge light engines, chances are that you have various oddments left over—as Bill Schopp so often does from his conversion projects in HO. Here is another early-day loco of the old Central Pacific—the "T. D. Judah"—named after the pioneer promoter of that line. She is a sort of abbreviated "Atlantic" type, designed for light local shuttle service. Note that the cab is moved back a little on the boiler; also it is cut off at the running board as for a 4-4-0. The rear wheels on the loco are a regular 33" diameter O gauge car wheelset. All other wheels are per the kit; the front wheels of the tender are held in rigid pedestals. Note that the axle of the rear wheelset on the loco just clears the back of the firebox.

The Kemtron organization has among its cast brass offerings, complete parts for this same O gauge. "C. P. Huntington"! This illustrated catalog is available from them at one dollar, at 750 Fulton St., Fresno, Cal.

At this time we have heard from fellows working in On3, On2, Sn3, Sn2, HOn3 and HOn2 (and hope to hear from more!) Is anyone making progress in TTn3? If HOn2 can be done (and it can), then perhaps TTn3 should be a definite possibility as well.

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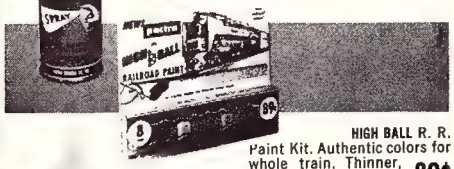

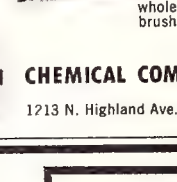

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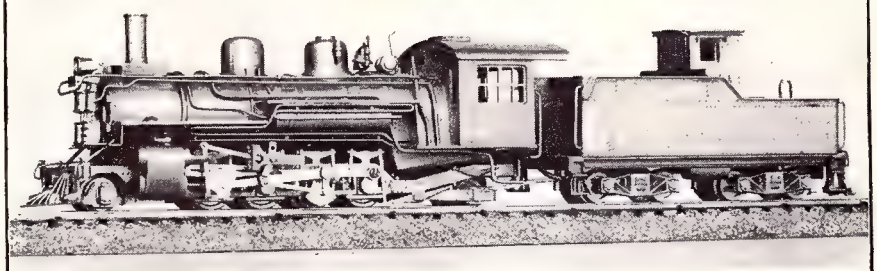

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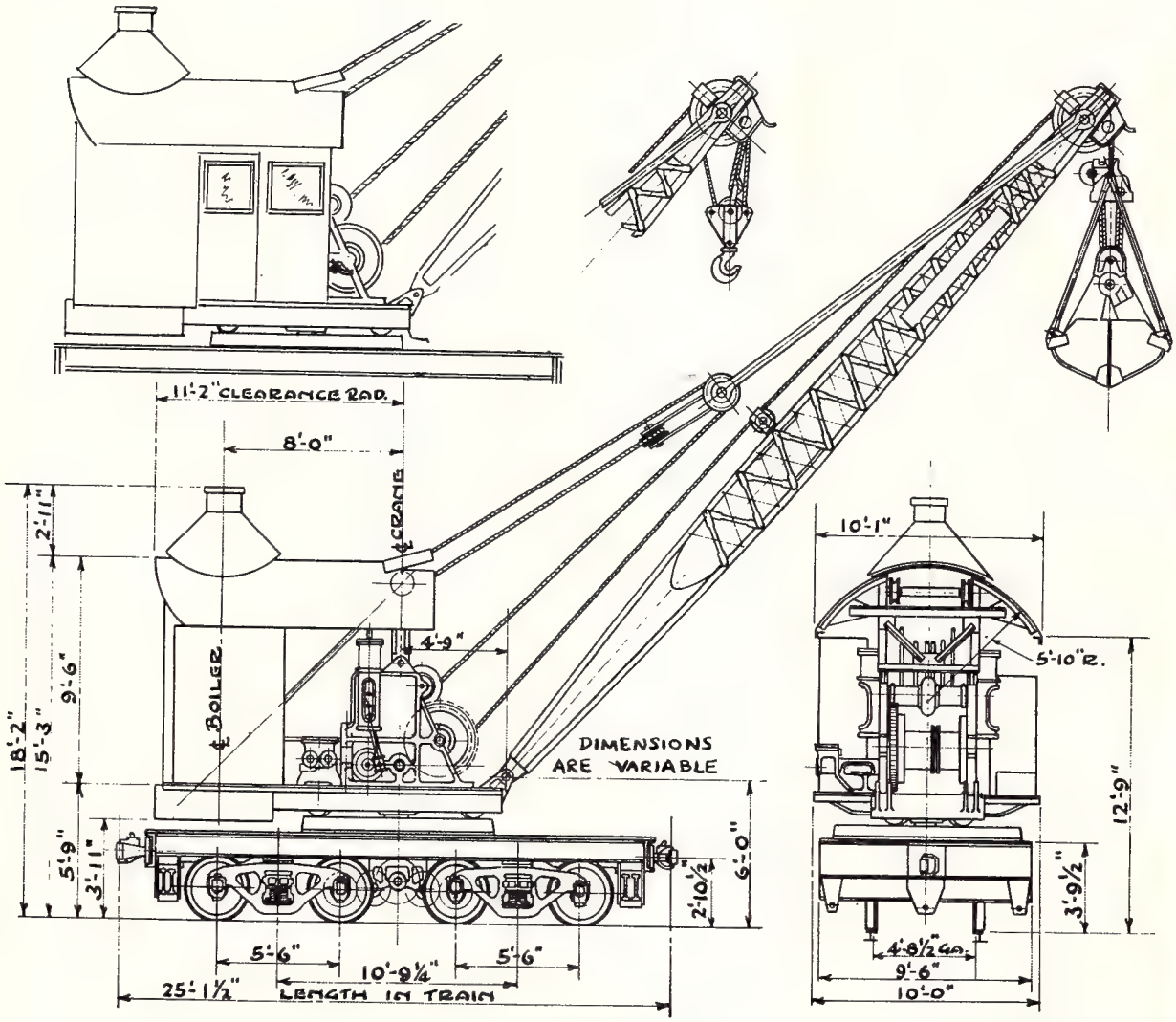
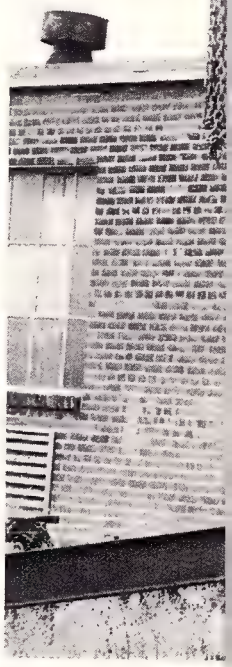
Closed cab for 22½ ton steam crane.



22½ ton steam operated locomotive crane.
Drawings shown full size for HO Gauge.



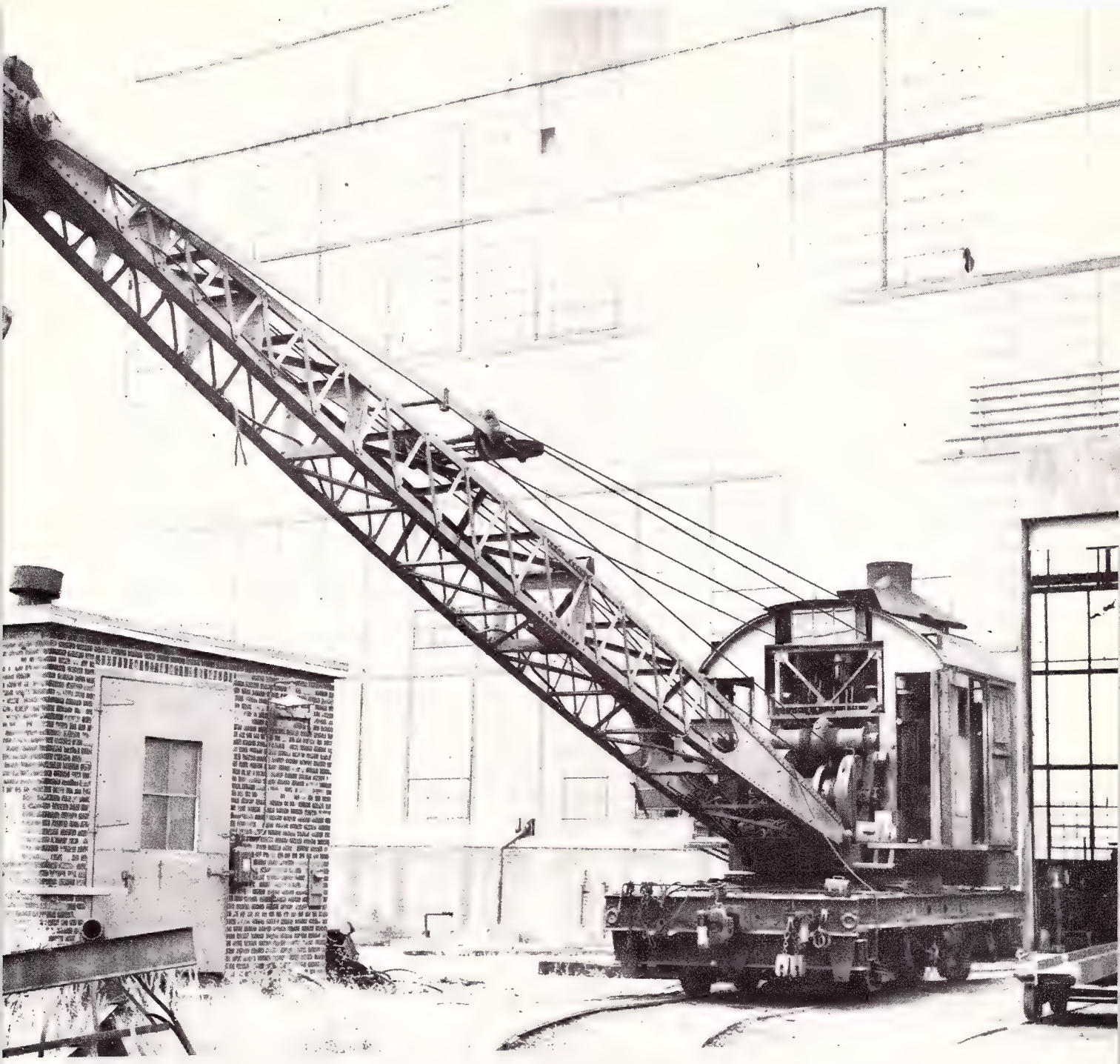
VERY important in heavy industry, the locomotive crane serves as both a switching locomotive and as a mobile crane, without the need for heavily ballasted trackage. It can be equipped with hook, electro-magnetic grapple, orange peel grapple, two cubic yard clamshell bucket, and so on.

The cranes are used in many diversified industries, including foundries, shipyards, fabrication plants, paper mills, steel mills, smelters, stone quarries, chemical, etc. There is no end to it's varied uses.

The capacities of these cranes range from 15 ton to 50 ton. These cranes can take curves with minimum radii as sharp as 75°. About 3000 of these cranes have been built since 1900 with about two-thirds still in use the world over. The capacities mentioned are with a boom feet long, 12 foot radius and no outriggers. Other booms are available to 75 foot lengths.

A model could be powered with a DC-60 motor suitable geared down to provide motive power. The floor plate and end sills construction can be simplified by using Red Ball castings.

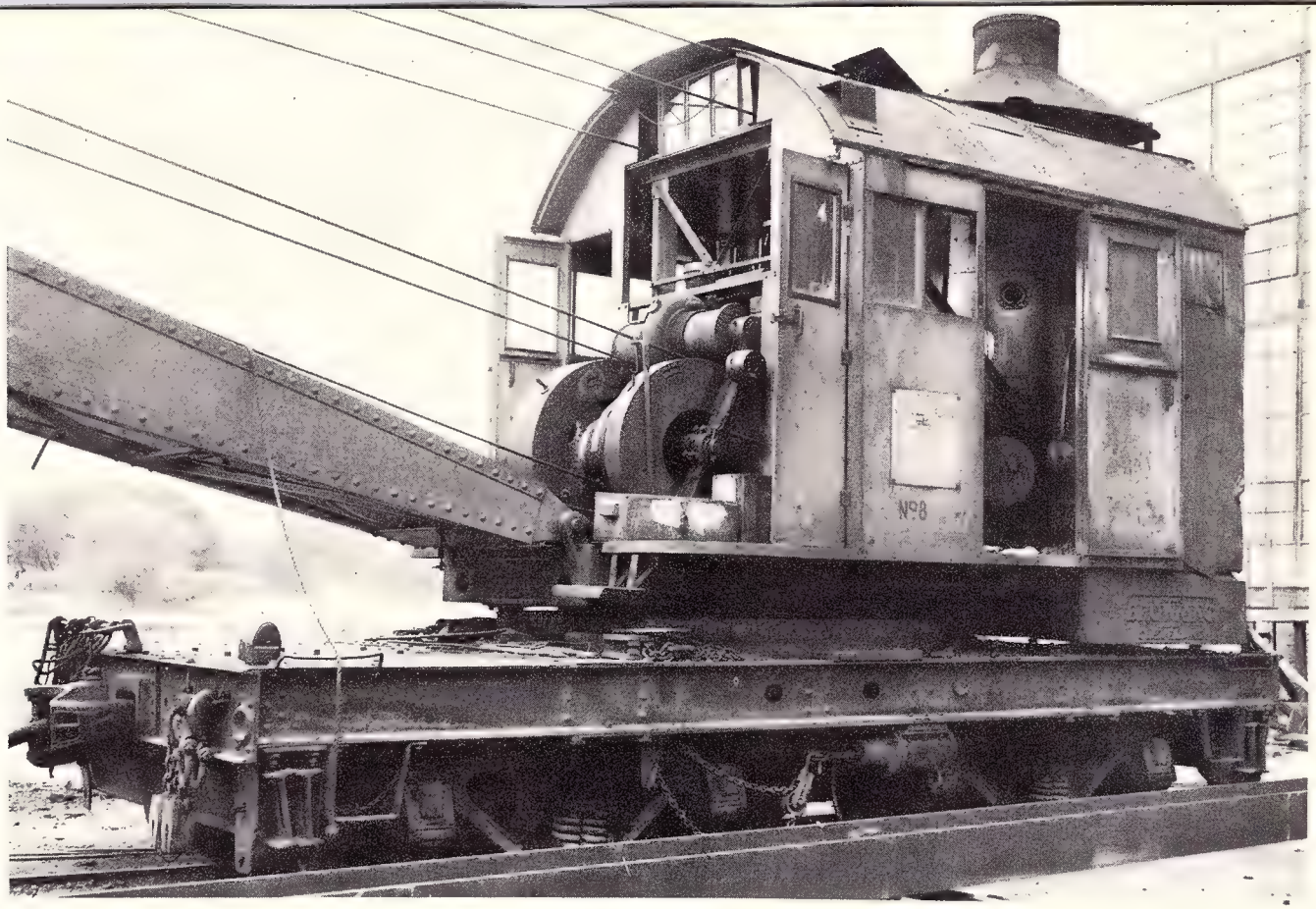
The prototype was powered with both stream and diesel engines. The last of the steam powered cranes were produced in 1942.



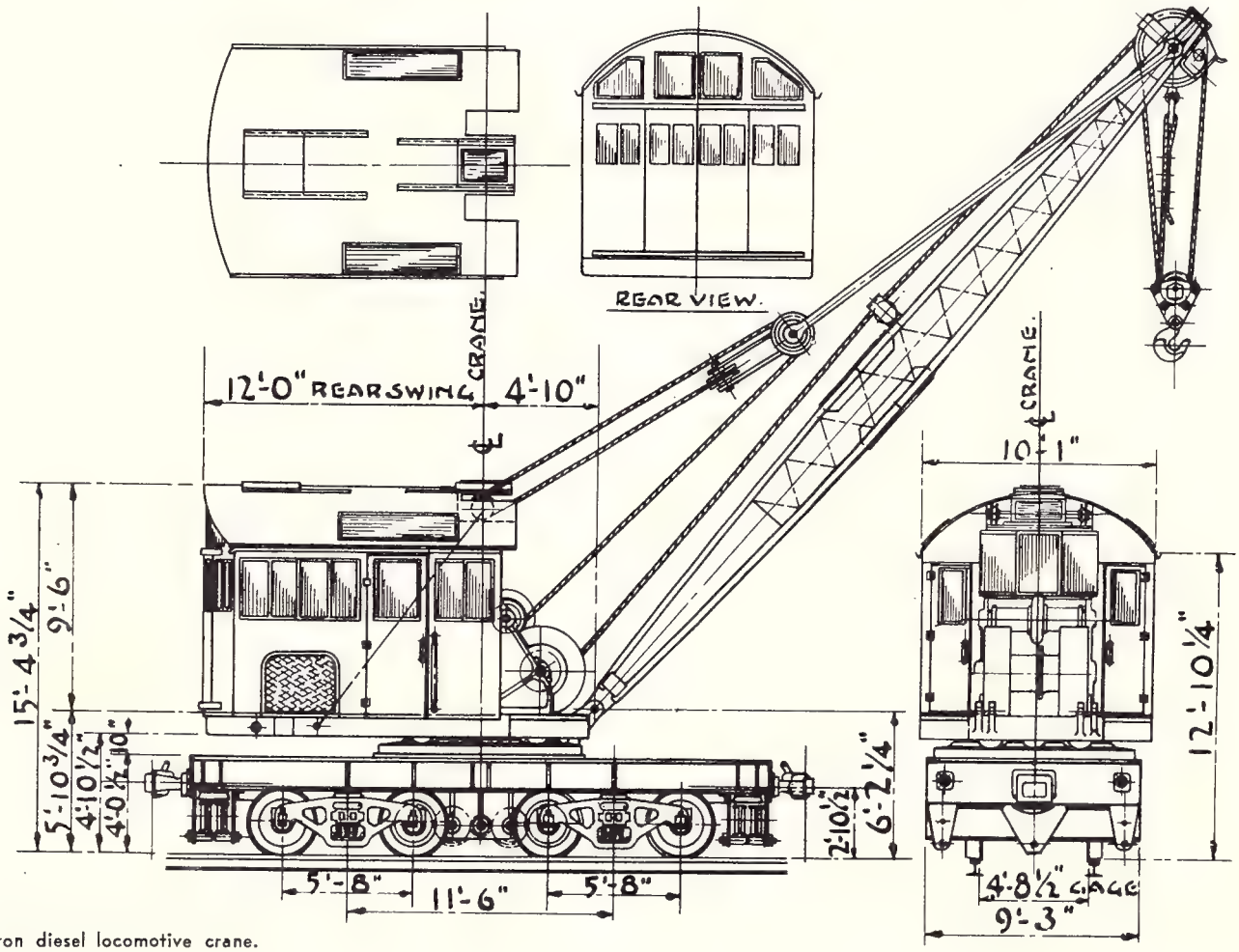
22½ ton steam crane with hook.

LOCOMOTIVE CRANES

by Paul F. Riley

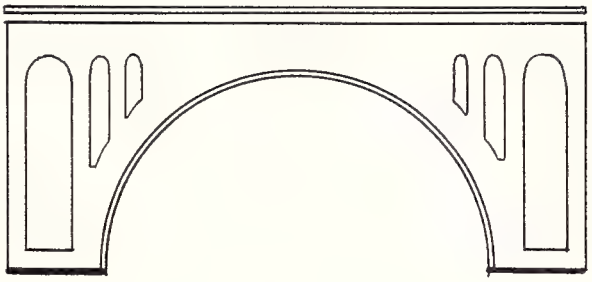


Left side view of 22½ ton steam crane.



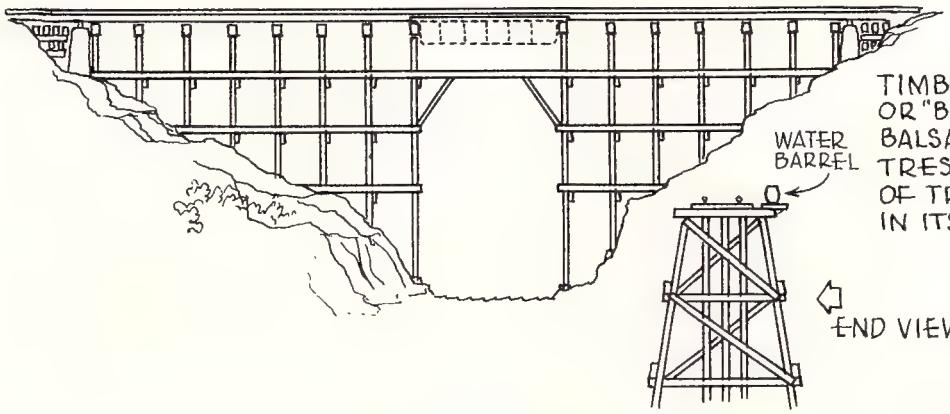
30 ton diesel locomotive crane.
Shown full size for HO gauge.

BRIDGES



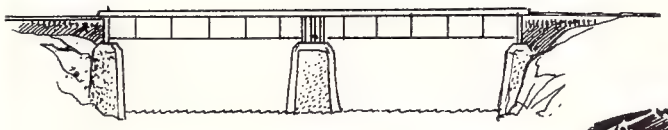
by M. B. Wakefield

ARCH BRIDGE: THIS TYPE RANGES FROM SMALL CULVERTS TO LARGE VIADUCTS. EASILY MADE FROM CARDBOARD TO LOOK LIKE CONCRETE. ALSO COVER WITH BUILDING PAPER.

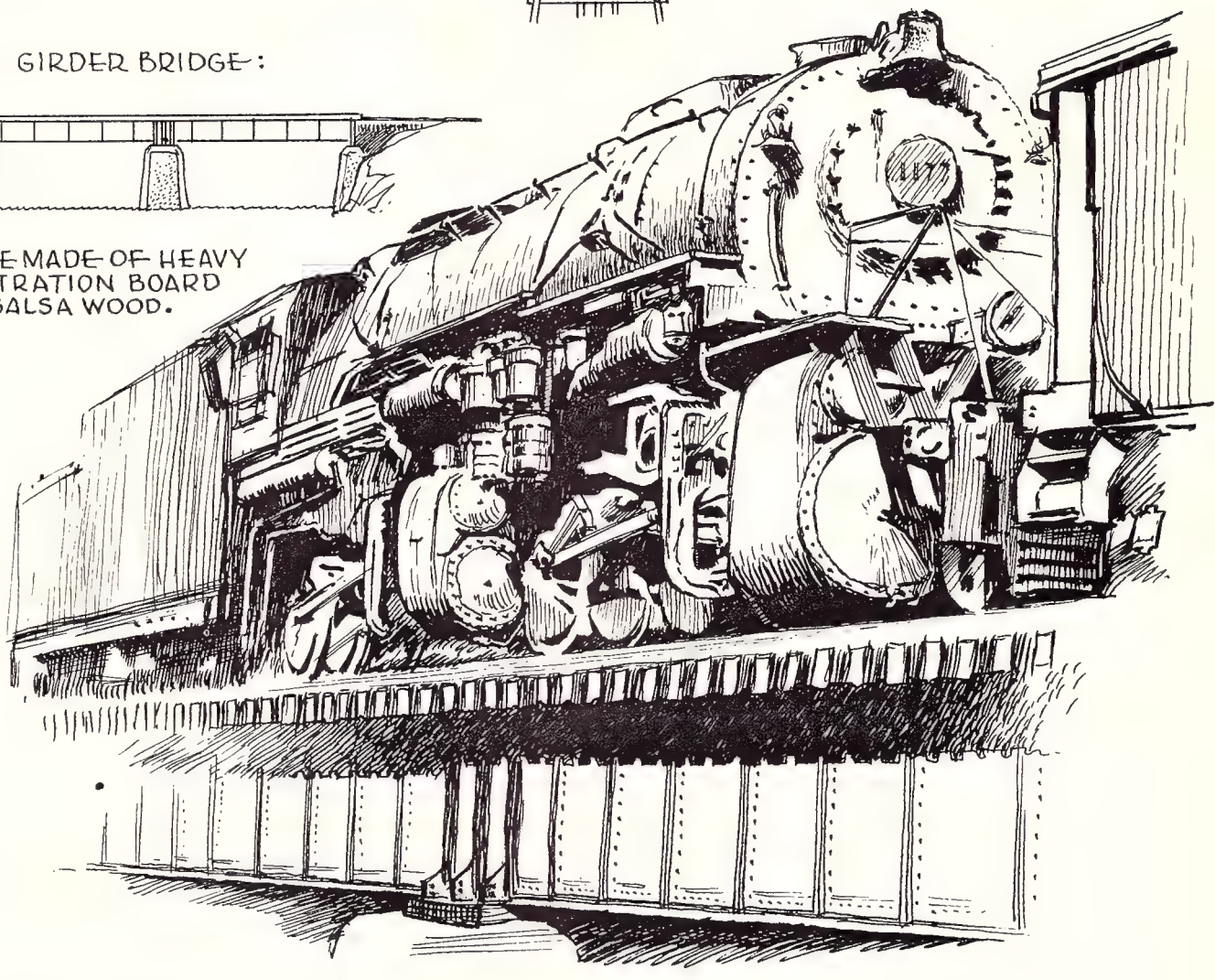


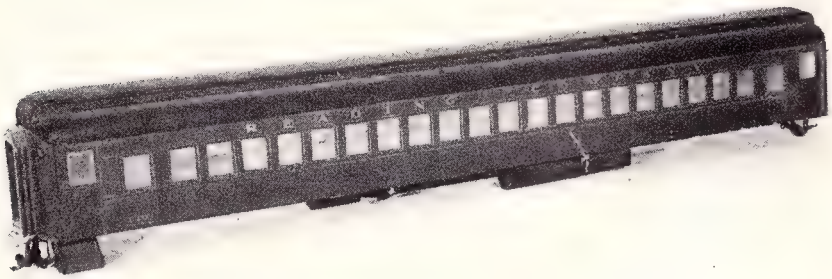
TIMBER TRESTLE: THE SUPPORTS OR "BENTS" CAN BE MADE OF BALSA WOOD. A TIMBER TRESTLE MAY INCLUDE A SPAN OF TRUSS OR GIRDER BRIDGE IN ITS LENGTH. [DOTTED LINE]

DECK GIRDER BRIDGE:



CAN BE MADE OF HEAVY ILLUSTRATION BOARD AND BALSA WOOD.





Improve the appearance of your model railroad by completely rebuilding those old and worn out cars. Often a coat of paint alone can do wonders.

REBUILD

MODEL railroading is one of those hobbies wherein the participant just cannot stand still. He has to keep moving forward or he falls by the wayside. Few drop out of the hobby once they are really smitten, which means that nearly everybody keeps gaining in experience, lore, and skill. The end result is that while we thought our first constructional efforts to be really out of this world, they begin to look somewhat crude after we've been at the hobby for a year, or two, or ten. These first efforts are frequently shorn of trucks and then unceremoniously dumped into a scrap box for future salvaging of parts. Sometimes the cars never even are given the dignity of a decent burial but continue to lap up miniature miles years after they have passed away. You can recognize these rolling derelicts by their lack of hardware, slopped up paint sometimes four, five, and six layers thick, and by numerous other crudities.

You see these cars all over and they annoy the writer most when seen rolling by in freights at annual club shows. They certainly don't show the world that model railroading also offers good looking cars. Such rolling tenements are not restricted to any one gauge but by their very size are most noticeable on O gauge layouts. In O gauge the initial cost of a kit is also higher, making the builder more reticent about scrapping old equipment than his HO brethren.

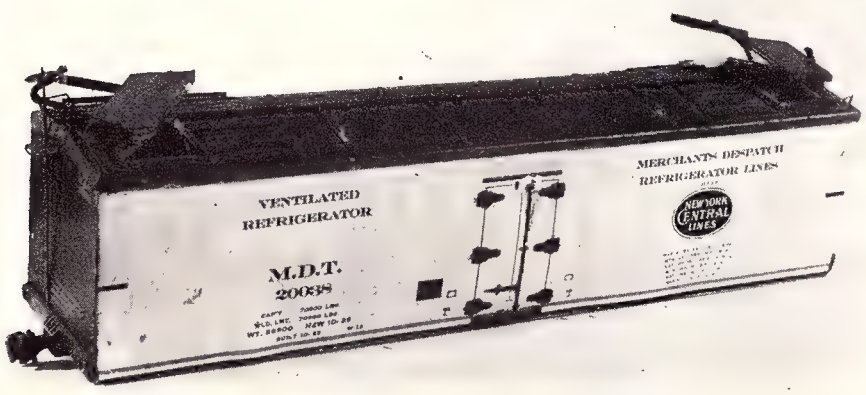
All of this came about recently when I mentioned to a model building friend that I had begun construction of an O gauge passenger train. My friend dug under his workbench and dug out two battered and worn JC coach bodies, each at least 15 years old. The sides were scratched but otherwise in good shape. The steps had been put on backwards and the rounded ends of the monitor roof resembled a dogs favorite bone. With misgivings I accepted them and was promptly presented with two even more ancient Westbrook reefer bodies that at first glance seemed of little value for other than their cast metal underframes.

Rebuilding The Coaches

Well, if the real railroads can find it profitable to rebuild ancient equipment, maybe it'll be worth while in the model field, too. Taking the coaches home, I inspected them thoroughly and made a note of the new parts which I needed. These included the following:

1 pr. Passenger Trucks
1 set metal steps, Walthers
1 pr. MHP Diaphragms
1 set roof ventilators (optional)
Additional underbody castings
Paint
Decals

I ended up with Walthers hardware, mostly because that is what my local dealer carries the best stock of. The MHP diaphragms are



TOP: Inset shows decrepid appearance of old coach before being reconditioned. The large photo shows completely revamped car ready for any assignment. New steps, diaphragms, paint, were major items in rebuilding. Sandpaper and additional rounding of roof ends finished job.

LEFT: This wreck saw plenty of mileage before being relegated to bad order track. It needs plenty of work to get it back into good order.

RIGHT: This "after" view shows what can be done. New scribed wood sides, ends, roof, make the biggest change in the car's appearance. Most hardware was salvaged but ice hatches, hinges, latches are new. Letters are decals.

YOUR OLD CARS

by Hal Carstens

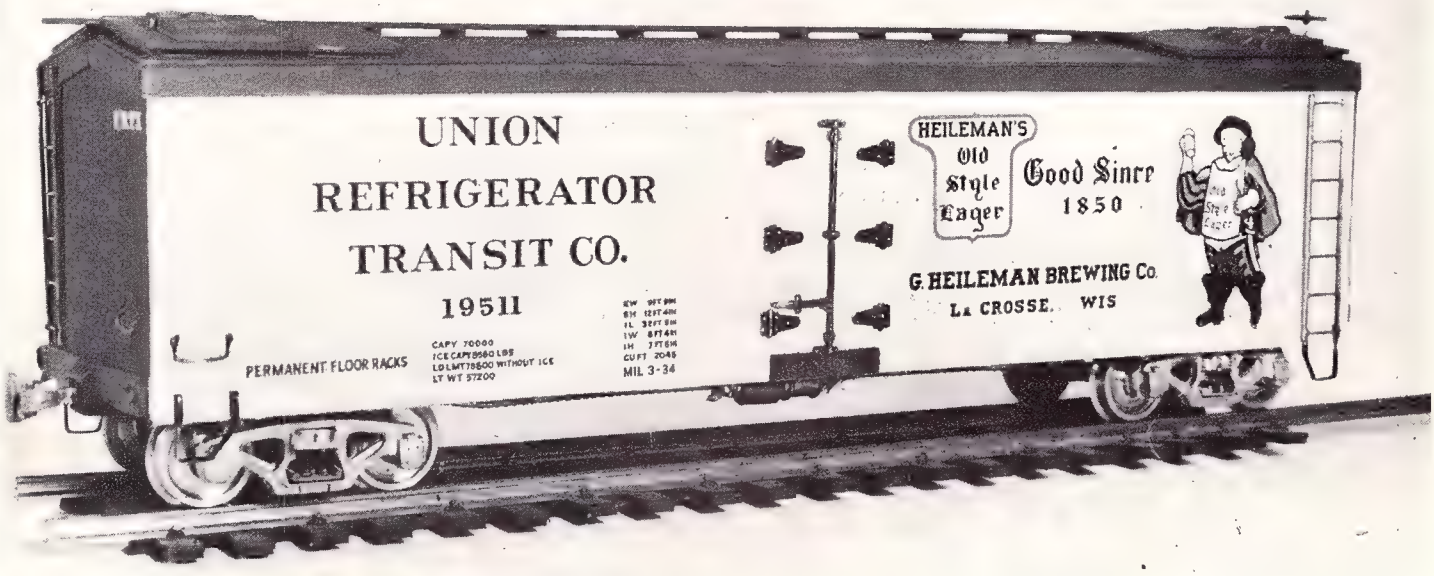
of soft rubber with metal rubbing plates. I could have added marker lights, end gates in one car, and other items but decided against too much detail since these cars were to be operated. My main interest was in creating a clean looking car which needn't be ashamed of itself on any layout. In that I think I succeeded.

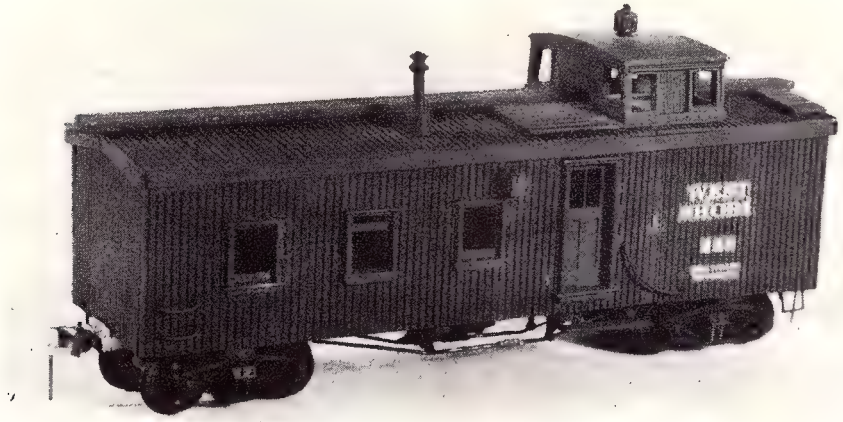
The first job tackled was the roof which probably had never even been sanded. If you want a good smooth finish on a wood roof, plenty of sanding with a little elbow grease is a must. I also had to take a modeling knife and whittle down the ends to a better contour. These were also sanded smooth.

The windows were so thick with dust that it was impossible to see through them. A swap stick tipped with cotton dipped in water took this accumulation off with ease.

I wondered why the steps looked so peculiar and then noticed that the original builder had mounted the original wood and cardstock JC steps in the reverse from what they should have been. Since they had been glued in place, they came off with a gentle yank from a pair of pliers. Again the modeling knife was used to smoothen out the underfloor step area so that the new metal steps would seat properly. A hole was drilled in the tab at the top of each side of the metal Walthers steps, using a pinvise and a No. 60 drill. Small wood screws were then used to affix the steps in position. The couplers were left as they were. Monarch automatic type couplers would have been an improvement, being the standard of O gauge modelers who know!

The original diaphragms were made of shaped wood. Again, pliers were used to remove them and it





Careless building ruined attractive Central Valley side door hack. Sides had to be replaced when paint remover dissolved ladders and split wood. Decal lettering is best for most modelers to use and several companies offer your own road name at very nominal prices.

was found that brads had been used to hold them in position, in addition to cement. The new MHP neoprene diaphragms were then cemented in place. A large rubber band stretched around the sides and end of the car acted as a clamp until the cement had dried. MHP recommends using a special cement but one of the regular model cements was handy so that's what we used. Hope the diaphragms don't fall off while we're visiting someday.

We could have added other detail. Marker light brackets were on the car so we left them there. Hand rails could have been added, along with some type of ventilators. That left only the painting and lettering to be done.

An oil base Pullman green paint was used since it provides a naturally shiny finish and that's the way the author likes his passenger cars . . . shiny! Any plastic, chemical, or lacquer type paint could also have been used. Model paints drying to a dull finish can be made to shine with "Glaze" or a thin coat of varnish.

Decal lettering completes the job. A coach will need your road name, number, possibly the legend "Watch Your Step" on the steps.

The Reefers

The reefer had really seen the ravages of time and the end result was almost a scratch built car. The first step was to remove the hardware, salvaging whatever could be saved. From the two cars, we got together enough steps and grabirons to do over one car. The following items had to be purchased:

1 set hinges and latch bars
1 set ice hatches
1 set roofribs (which weren't used)
1 sheet 1/16" scribed wood sheet
1 pr. freight trucks
Paint
Decals

The next step was complete removal of the old cardboard sides, ends and roof. It was necessary to unscrew the end sills to get the ends off. The cardboard will tear off unevenly so you will have to pick away with your knife. If the wood sides have warped, remove them and replace with new precision siding of the same thickness. All model wood is cut easily with a razor saw. Small nails or pins can also be used to strengthen the car body.

Since precision wood comes with the scribing cut the long way, three or more pieces will have to be used to cover each side. Cement the scribed precision wood in place. If scribed ends are used, the ends should be added first, with the sides overlapping the ends. This makes for a neater model. Fascia boards should be cemented around the top of the reefer body. Use wood strips 1/32" x 3/32". The fascia boards in the photo are a bit large. Next, 1/16" sheet wood was cemented to the roof, either scribed or plain, and scored to fit roof contour. Roofribs can be added if desired. Ice hatches were cemented in place, along with the old roof walk, the old roofwalk back on, if salvagable. Grab irons, steps, ladders, brakewheel, and sills were next. The center sill was also removed and filed to fit better.

The sides were then repainted refrigerator yellow, while the rest of the car was daubed with tuscan red. Some modelers may prefer to withhold adding hardware until the sides are painted, and then prepaint the hardware black or tuscan before applying. Our knife was used to score a reefer door, after which the latch bars and hinges were cemented in place. The area under the reefer door was painted black.

Private owner lettering was chosen for color and eye appeal. The decals are available in a wide variety from several manufacturers and should be applied as directed. Once in place, we applied some decal solvent, a solution which softens the film on which the decal is printed, letting it snuggle down into the crevices of the scribed siding. Finish up with a thin coat of varnish or Glaze to affix the decals permanently.

Rebuilding Them In HO

Two rebuilds of HO cars are also shown. One is still recognizable as a Central Valley side door caboose but has all new wood sides, just as the O gauge reefer described before has. The plastic ladders dissolved in a bath of paint remover in an attempt to salvage the original sides and are still to be replaced.

The other car was an old pre-war Laconia reefer, although you'd never recognize it as such today. Half of the body was cut away, windows added to the scribed siding material, along with "removable" sides and scribed floor.

There is little saving in rebuilding worn out HO cars, but there is satisfaction, especially if you come up with something not otherwise available. Most local hobby shops carry a good supply of parts, at least in HO and often in O gauge as well. Parts for other gauges are available at some larger shops, specialty gauge shops, or direct from the manufacturer.

West Shore boom car below was originally an old pre-war Laconia refrigerator car. House was sawed in two, wood siding added. Window sills are cast, stake pockets are formed brass.

PREVENTING STALLING

When passing from One Power Pack to Another

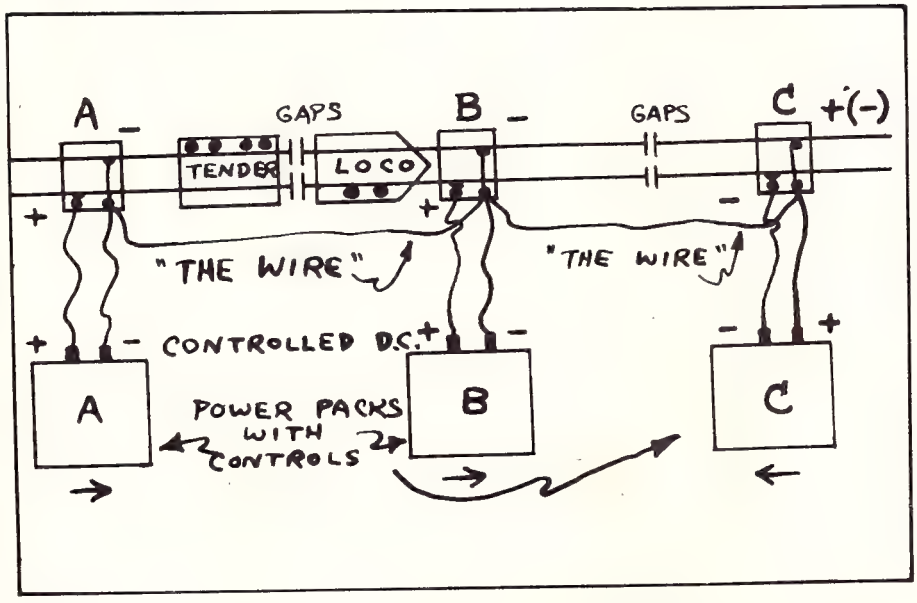
by Bill Schopp

IN the write-up of the Ho-Pac Lines, that nifty little (if I do say so myself) 4 x 6 HO Snap-Track step-by-step pike in the December 1955 RMC, I went to some lengths to explain why rail gaps should be staggered to the right, when possible, wherever a train would pass from the control of one power pack to the control of another power pack. My story, and it is still true, was that sometimes engines would stall during the transition. However I did not at the time know of one simple little wiring bit which has since been passed along to me by Pete Small, of Glen Riddle, Pa.—who, last I heard, was working for the Philadelphia Electric Company, and so should know his electricity.

In a nice letter Pete pointed out to me that all you need is a jumper connecting corresponding binding posts of the Snap-Track terminal sections, only a single jumper of course so that one power pack doesn't try to "take over" the whole railroad. Studying and trying this out, I found out how simple it really was, and have tried to explain the same to you in the accompanying diagram. It really doesn't matter, using this system, how you stagger your gaps, whether to left or to the right, nor how far you stagger them, or if you have them opposite as drawn in the sketch.

Tracks A, B, and C represent three different sections or blocks or ovals, each controlled by a separate small power pack as is quite customary using Snap-Track. I have drawn them in a straight line. Actually, each would contain curves, switches, etc., and might even be a complete oval with the connection to the next track via a crossover. Each track is controlled by its own power pack, lettered A, B, and C. All + and — signs are for a given moment only and may be changed simply by throwing the reverse switch of that power pack. The direction each power pack is set up for is indicated by the arrow under the pack.

For a moment suppose that "the wire" is not there. An engine and tender having come over section A reaches the position where drawn. The right hand, live wheels of the engine (indicated by the black dots) are on a + rail of section B, but the live wheels of the tender, again indicated by the black dots, are on a — rail of section A. + and — should make the engine move, but one is in respect to power pack B, the other in respect to power pack A, and neither power pack has reason to believe that the other power pack ex-



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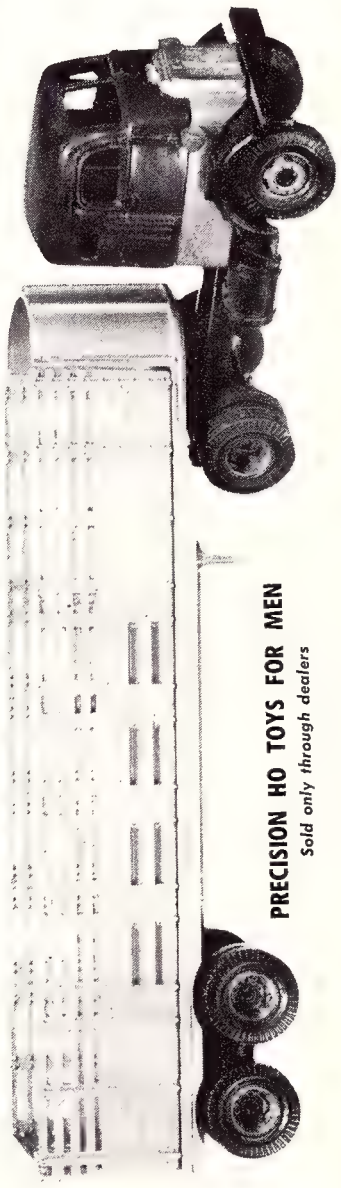

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ists. Hence, the engine does not receive the necessary + to — circuit complete from one power pack, and so stalls, or hesitates if it is going fast enough to coast over to section B.

But now let us add "the wire," interconnecting the top rail or right-hand binding post of each terminal strip. Now when an engine reaches the location drawn, the engine's live wheels are still on the lower rail, + with respect to power pack B, its tender wheels on the upper rails which is — with respect to power pack A. *But* via "the wire" or the jumper, the upper rail of section A on which the tender's live wheels rest is ALSO — with respect to power pack B. So a complete + to — circuit exists from power pack B from the moment the engine crosses the insulated rail joiners. For a while, long enough for the drivers to complete crossing the insulated joiners, there are + to — complete circuits from both power packs A *and* B, but this will do no harm except that you'd have to turn off *both* packs to stop the engine. However this dual control moment would be infinitesimally short and may almost be disregarded.

"The wire" may be continued on to the corresponding binding post of the terminal section for block C. Block C, as you will note from the arrow under the power pack, is set up for travel to the left instead of to the right, and the polarity of its rails is different. Of course the engine will stop when it crosses the gap to the wrong polarity. It may even shuttle back and forth a few inches. The top rail of C is + with respect to its own power pack C, but is negative with respect to power pack B and A, which is what the little minus in parentheses means. Similarly, although not marked, the top rails of A and B sections are at this moment positive with respect to power pack C, but their lower rails are neutral or not connected at all to power pack C. So if all three or so of your independently controlled tracks are interconnected by single jumpers or "the wires", one rail of each of two blocks will have some polarity with respect to the third power pack IN ADDITION TO a polarity, perhaps different, with respect to its own power pack. The other rail of each of the two other blocks in question would however be neutral with respect to the third pack.

Matter of fact, while it would be rather stupid to run two jumpers or "the wires" between the two binding posts of each terminal strip, it could be done. Of course whichever power pack was turned on would then control as many blocks as were connected by the stupid dual jumpers. I actually did this by mistake one time during the war when I had a huge and complicated HO interurban layout and found that if BOTH of such stupidly dually connected power packs were turned on at once, the direction of the train would be controlled by whichever pack was delivering more power. I mention this just to show you that no harm would result if you made a slight mistake, as I did.

Matter of fact, too, "the wire" does not have to connect the same terminals of all blocks. It could connect the terminals for the top rails of blocks A and B, and of the bottom rails of blocks B and C. This should come in handy if you wish to adapt this to a reverse loop since the connection would probably have to be shifted (by contacts on switch machines) depending on which way a train entered the loop (or wye).

"The wire" between A and B could be eliminated entirely if you'd just put a standard rail joiner in the top rail between A and B. That would unite those rails even better than the jumper. This approaches the so called "common rail" or "common ground" type of wiring used by some fellows. However, I feel that it is better to have insulated joiners or gaps where required and run jumpers as required by the scheme expounded here. When tracks are wired "comomn rail" it becomes difficult to locate short circuits and feedbacks; when they are simply interconnected by "the wires," it is a simple matter to disconnect the wired "common rail" it becomes dif-

This same scheme may be used with A.C. wiring, either 2-rail or 3-rail, to prevent stalling when passing from one transformer's control to another. Since the polarity of an A.C. line is alternating 60 cycles per second, the alternations of two transformers may not correspond and they will buck each other. If this proves to be true, turn one transformer's plug half-way around and replug. This will put them "in phase" so that smooth passage of trains will be assured. Actually with inside third rail the passage is simultaneous for both wheels and pick-up shoe and so "the wires" are not needed. They may be needed for outside third rail. This turning the plug around is not needed with a power pack since the D.C. furnished is definitely + and — no matter which way the plug is put in.

This scheme is not required when two or more blocks are running from power furnished by the *same* power pack since the interconnection is already done inside the pack.

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Ice trolley and line car (O)
Streamlined diner and coaches (O)
S basic trolley poles (O)—LVERY
CNJ 2000 hp BLW diesel (S)
CPR 3 door baggage car (HO)

SEPTEMBER
SP 0-6-0 (HO)—Part 2
Trolley pole bases (part 2)
Train of Tomorrow loco.—HO
Whitcomb diesel in HO—freelanced
Observation car (OO)—Treat
CV snow flanger (HO)

OCTOBER
SP 0-6-0 (HO)—Part 3
Bellows Falls, Vermont (Protostory)
Train of Tomorrow—cars (HO)
Express cars (O)—Crater
G&D 2 stall engine house—John Allen
Correct freelanging—Bill Hoffman

NOVEMBER
G&D Engine house (HO)—Part 2
SP 0-6-0 (HO)—Part 4
Train of Tomorrow—conclusion
Turntable for HO—Bill Schopp
Electric Trolley Locomotive (O)
TT water tower—Healion

DECEMBER
4 comp. Pullman Observation (O)
Elec. Loco. (O) Part 2
NYS&W Little Ferry Terminal
G&D Engine House—Part 3
BLW 3000 hp diesel for SAL (HO)
Gas electric (HO)—Ray Staples

1949 — $3.50

CNJ Highbridge Branch
Trolley Loco: Part 3
Pullman Observation: Part 2
4-4-4 Live steamer (1/2")—Part 1
Quartering drivers an easy way
HO Steam motor car—Schopp

FEBRUARY
Building a 4-4-0—Dance (HO)
B&O 2-10-2 Sta (O)
CNJ Highbridge Branch—Part 2
4-4-4 Live steamer—Part 2
Trolley bus control circuits
Getting started: Barkeley

MARCH
Interurban Official car (O)
O reefer by Lewis Austin
4-4-0 in HO—Part 2
N&W Class J-2 4-8-4—Part 1 (O)
4-4-4 live steamer—Part 3
Scenery, It's Easy—Crosby

APRIL
EMC Passenger Diesel in HO
Getting started—Part 6
Bay Ridge Model RR Club (O)
Official car—Part 2—Hoffman
CNR 4-8-4—Data and S plans
N&W 4-8-4—Part 2

MAY
Here comes the circus
Fully automatic turntable (HO)
Canada Great Western Ry (O)
Official Car—Part 3
N&W 4-8-4—Part 3
4-4-4 Live steamer—Part 4

JUNE
Model RR That Folds Up
Alco 1000 hp switcher (HO)
Mt. Tamalpais & Muir Woods RR
Quartering device for drivers
Pickle car (O)—Bartholomew
Two power wiring circuits

JULY
RR That Folds Up—Part 2
Helium Tank Car—Bartholomew (O)
PRR G5s 4-6-0—HO Plans and data
Remote control pantographs
4-4-4 Live Steamer—Part 7
Weathering model equipment

AUGUST
California models and prototypes
Modern home modeled in plastic (O)
ATSF 4-6-2—Plans and data (HO)
Live steam review
SP Box car; PFE Reefer (HO)
4-4-4 Live steamer—Part 8

SEPTEMBER
Modeling from Photographs
Modern home in plastic—Part 2
Express reefer (O)—Austin
Small frt. house (NYCRR)—HO
CNJ 0-6-0 camelback (O)—Crater
Disappearing apartment railroad

OCTOBER
B&M gondola in O gauge—Austin
Control of model trolley lines
Oakland Antioch & Eastern Ry (Ot)
BLW 1500 hp diesel road switcher (S)
Interlocking towers
Live steamer information

NOVEMBER
Electronic control: J. Nixon
Stanton Central RR—British OO
Gingerbread to age your buildings
Cement Hopper (O)—Bartholomew
Wooden combine in HO—West Shore
Flag stop stations in Indiana

DECEMBER
1892 Union Line box car (HO)
United Electric Railroads (Ot)
4-4-0 camelback—CNJ (O)—Crater
Open end gondola (HO)
Camouflaged operating space
Trains and the Christmas Tree

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JANUARY
Citrus Empire RR (O)
Corner engine terminal-
Hints on trolley wire
South Dakota Central RR (HO)
C&NW 4-4-0 No. 195—HO Plans
MoPac Gondola (O)

FEBRUARY
Protostory: Bronx Frt. Terml.
Bumping posts (O)
Scenic Landscaping: Dance
Using electronic control
TARS semi-conv. ST No. 1701
American Flyer Wide Gauge

MARCH
Chicago Museum Model RR (O)
RMC Layout No. 1: Design
Forming city backgrounds
NKP Alco and BLW diesels (HO)
Painting the scenery: Dance
SOU & EREX Hopper car plans (S)

APRIL
Cleveland RR Club O gauge layout
Modeling Culverts: Dance
Trolley Express Car: Long Valley (O)
RMC Layout No. 1—trackwork
GN EMD pass. diesel (S)
Virginia & Truckee 4-6-0 No. 26 (HO)

MAY
The Panama RR (protostory)
CNJ No. 1000—the first diesel
Modeling Culverts: Dance
50 ton dump car (S Plans)
Trolley Express car—Part 2
DL&W 4-4-0 No. 988 (S plans)

JUNE
Outdoor RRing: Long Valley O line
LATL Rail grinder (S)
Tender truck boosters (HO)—Austin
V&T combine and baggage cars (HO)
CofG 2-8-0 No. 200-214 (O Plans)
CNJ first diesel—Part 2

JULY
USRA light 4-6-2 (HO)—Part 1
CNJ Newark Terminal: Crater
EG atlantic in HE (1 :16) Gauge
Economy motor truck: Long Valley
Foldaway Model Railroad
MKT Caboose (HO)—Austin

AUGUST
CNJ 4-8-0 camelback (O)
Modeling waterways: Dance
Grand Valley RR (HO)
C of G 0-6-0 tank engine (S)
USRA 4-6-2—Part 2
C&O detailed caboose (O—Part 1)

SEPTEMBER
Truss bridge: Dance
Building grades: Schopp
NCNGRR tank car (HOn3)
C&O Caboose—Part 2
USRA 4-6-2—Part 3
CNJ early automatic signal (O)

OCTOBER
Venango Northern RR—Livingston (HO)
CNS&M B-B-B-B—Soverel
Rdg 2-10-2 (O)—Crater
USRA 4-6-2—Part 4
Coaling station—Dance
C&O Caboose—Part 3

NOVEMBER
2'x8' HO railroading
Grissome's Grain Mill (HO) Brunger
Rdg 2-10-2—Part 2
Designing a layout
USRA 4-6-2—Part 5
3 MU cars from 2 Pullmans (O)

DECEMBER
Showcase for your models
Brill rail bus in HO
Use black light on your railroad
The Channel Line (O) at Christmas
Old time wood gondola (HO)
V&T snow flanger. O plans.

1951 — $3.50

JANUARY
The CNJ at Plainfield
Stub Terminals
HO Paycar by L. Austin
Automatic trolley Turnaround
Mason Vixon Lines (O)
Brill Rail Bus

FEBRUARY
8-Ball Loco. Works, by Brunger
Erie 135 ton flat car
I & G RR (HO)—Bill Miller's
NYCRR Fire Fighting Car (O)
Hertz—The future of O gauge
Double Gauge Turnout

MARCH
SP Gerber engine house (O)
Frt. traffic at a cement plant
CNJ 0-8-0 camelback (O): Crater
Korean and Japanese models
NYCRR caboose (HO): Deutsch
Lights and chickens: Crosby

APRIL
Mt. Washington Cog Ry
1915 gasoline loco. (HO)
NYCRR Caboose (HO): Part 2
Abbottsville & Western RR (S)
Gay Nineties Stations
Foldaway layouts

MAY
RMC Layout No. 2
Poultry car (HO): Miller
NYCRR Caboose: Part 3
Trestle bridge
J W Bowker in HO
Retaining Walls

JUNE
Semi-well pocket flat car (HO)
Vinegar Valley Lines (HO)
Freight Station: Brunger
Model Carrying Case
J W Bowker (Part 2)
NC&StL K-2 Pacific (O)

JULY
Auto coupler (HO): Prudhomme
Kenn Valley Lines (HO)
Little Louis 0-4-0 (HO): Schopp
Planning a model rr: Martin
Double slip switch in HO
4-4-0 from C P Huntington (O)

AUGUST
100 years on th Erie RR
Covered Cement hopper (HO)
Automatic coupling ramps (HO)
Cellar railroading: J. Kemp
Planning a model rr: Part 2
Double slip switch: (Part 2)

SEPTEMBER
2 pint size pikes in HO
Visible frt. car loads
Ute Short Line: Earl Cochran
The Electra Switch Machine
Pickle Car—HO—Miller
Diesel servicing

NOVEMBER
Hump Yard Design
Locomotive headlights
Converting the Mantua "Belle"
Converting the Varney "Little Joe"
Slope back tender—HO—Miller
V&T Flat car plans (O)

DECEMBER
St. Louis TRRA: Carstens
Clearance Car—HO—Schopp
Baldwin road switcher—HO
Simple Wiring—Houghton
Frost on th layout—Crosby
Model Hump Yard

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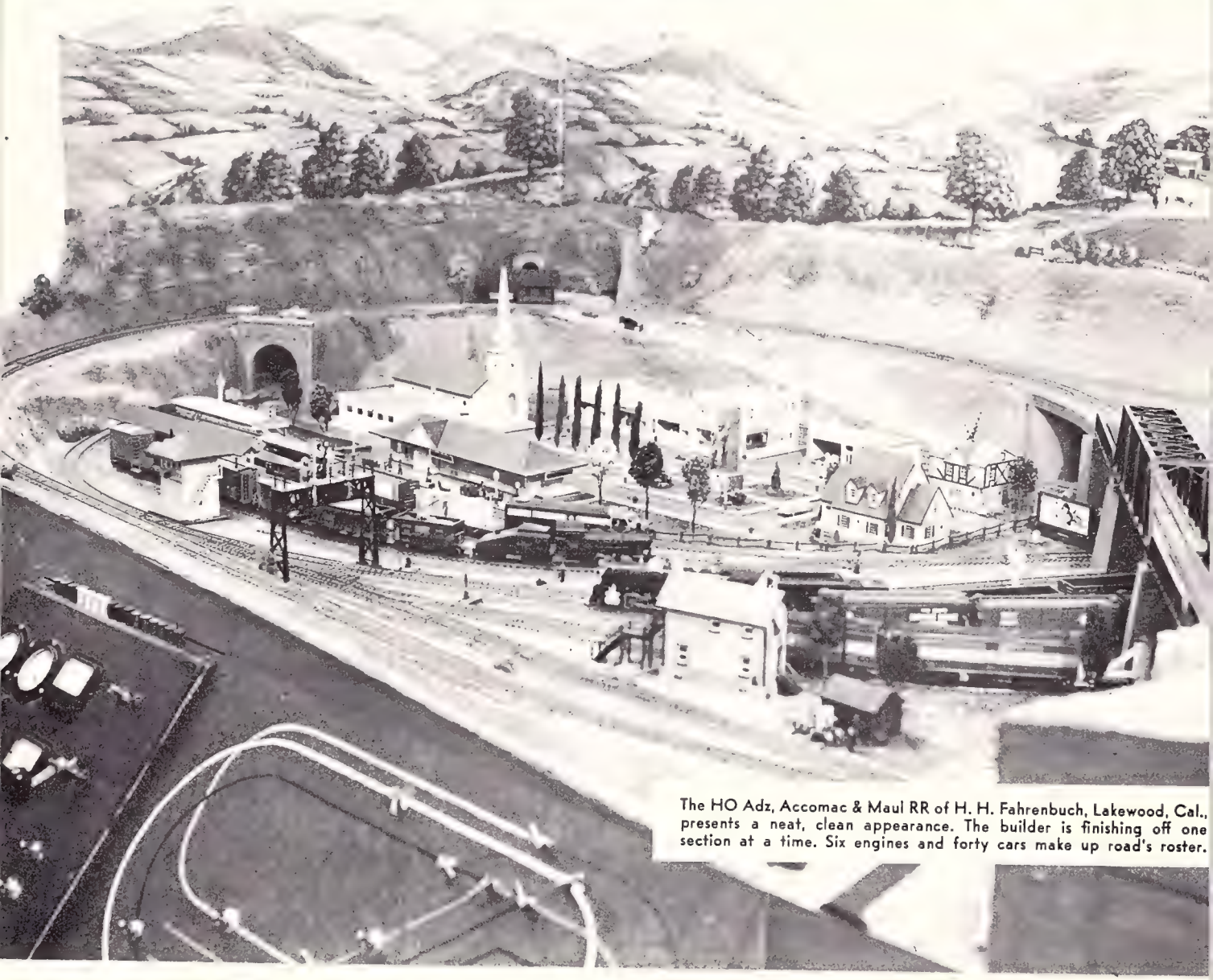


The HO Adz, Accomac & Maul RR of H. H. Fahrenbuch, Lakewood, Cal., presents a neat, clean appearance. The builder is finishing off one section at a time. Six engines and forty cars make up road's roster.

Latest addition at Roadside America display in Hamburg, Pa., is operating scale replica of P&R coal mine. Owner-builder Lawrence Geirringer inspects model with mining engineer from India who liked miniature so well he wants one built for Indian Mining Museum.

NABORS PIKE

TRANSITION CURVES

by John Kennys

REAL railroad curves are seldom listed as being of so many feet radius, except in very restricted yard and industrial work. Rather they are expresed in degrees, the translation of which into radius need not concern us here. What is important is that real railroad curves are rarely circular, rarely have a definite radius throughout their length. They are spiralled, which is to say there is a transition from the tangent (straight track) to the sharpest curvature, then back again to straight. Actually this is worked out by complicated mathematical formula totally unnecessary in model railroading. The idea is to lead the train into the curve little by little in order to avoid that abrupt jerk you see model and toy trains take when they enter a curve.

A very simple example of a transition curve occurs on many HO layouts as in fig. 1 where a No. 6 turnout, having a 36" radius, is used at the start of a 24" or so radius curve. The same can be done with Snap-Track by using a section of 18" at the beginning and end of an otherwise 15" radius curve.

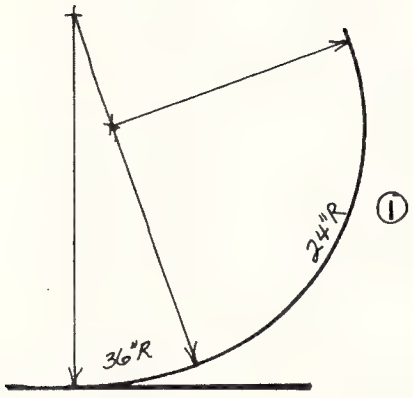
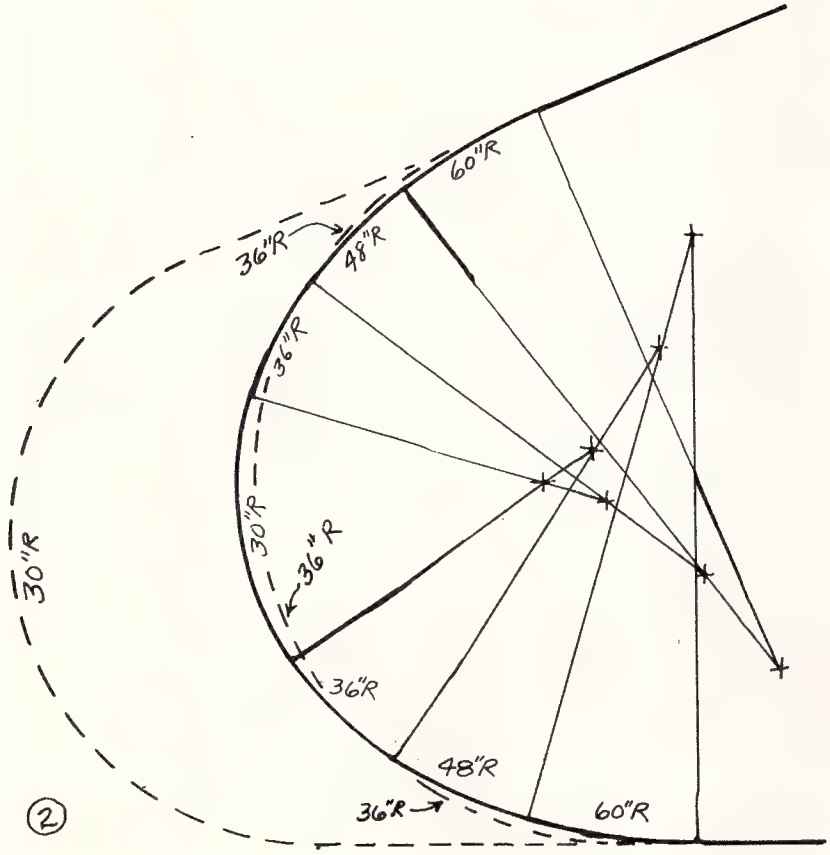


Fig. 2 shows a more involved transition curve made not according to any mathematical formula but just with a little track and roadbed work. Notice that while the sharpest part of the curve is of 30" radius, this is led into at each end by portions of 36", 48" and 60" curves. A full 30" radius curve would stand way out as shown dotted toward the left. However a 36" radius curve would more or less coincide with the transition curve drawn, as also shown dotted. Yet when laid the transition curve will look better and anything that will get around the 36" radius should be able to take the 30" as well. Actually long passenger cars will look better on a transition curve like this.

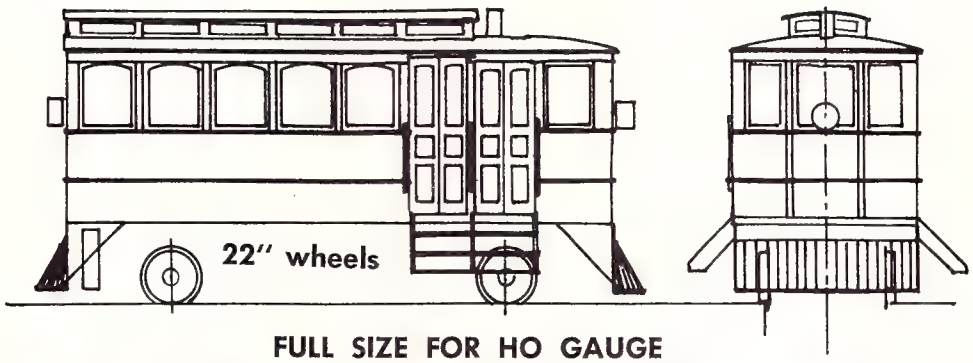


If you have a long enough piece of rail, of wood strip, or of metal strip, you can let it assume its own curve between any two points and get a good transition. However people who want to lay out their work beforehand would do well to keep the system in fig. 2 in mind. The radii may be quite different than those shown as well as the angle curved around and all.

However, do not become a transition-curve-maniac wishing to make all your model railroad curves of this type as some fellows do. It is practically imposible to do so since you are working in a restricted area and many curves will have to be circular simply to fit them in and get the maximum radius between two points, often restrained by nearby switches and structures.

ROGUE RIVER VALLEY RAILROAD

Motor Car No. 2



FULL SIZE FOR HO GAUGE

Barely recognizable as a forerunner of the new General Motors Aerotrain, this contraption once ran out of Jacksonville, Oregon, on the old Rogue River Valley Railroad. Don Graff, who took the rare photo claims the unit was built by a San Francisco automobile mechanic, probably from a four wheel drive truck chassis. The small lettering reads "Medford & Jacksonville Interurban Motor."

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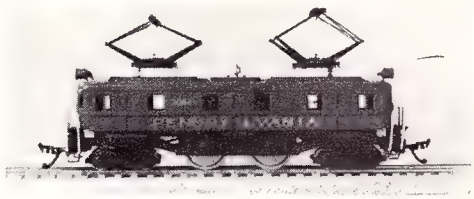

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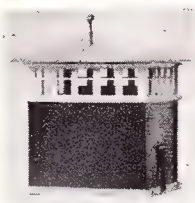

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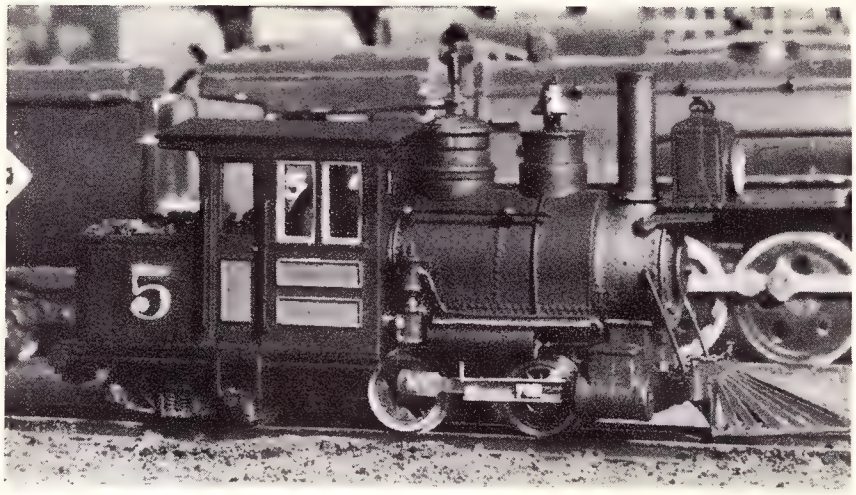

Forney Types

▶ On such engines as 0-4-4T, 2-4-4T, 2-4-6T which are called tank engines, is the engine swivelled between two main trucks? That is, between the drivers (with lead truck if any) and the trailing truck? Or are the drivers rigid with the boiler and trailing truck swivelling or sliding under the tender? This has long been a puzzle to me.—E. Hammond, Miami, Fla.

ANSWER: The usual practice was to have the drivers rigid with boiler and have the trailing truck slide from side to side. This was possible because real curves are not as sharp as model curves. However some locos were built which DID have the driving wheels swivelling as a truck and with the Walschaerts valve gear (even on box-top cylinders) draped up *over* the boiler.

The photo shows a tank engine with rigid frame as built in HOn3 by Chas. Robb of Binghampton, N. Y., now the property of M/Sgt Edw. Kinsman. This is an adaptation of the Kemtron "Teakettle" with tender affixed. Many so-called Forney type tank engines did not have tanks over or alongside the boiler as this little honey does, but stored water along with the coal in the tender space. Note how the lack of space on the boiler necessitated placing the bell on top of the sand-dome.

Conversion to 12 Volts

▶ I was given a pre-war vintage Varney locomotive which seems to be in good condition (brass boiler casting and all) except that the motor is wound for only 6 volts. Can you suggest where I might have the motor rewound for 12 volts or what other steps I might take to make it uniform with my other engines?—N. Iametta, Chicago, Ill.

ANSWER: The easiest thing to do is to limit the flow of power to 6 to 8 volts using your regular speed control. However, if this is not desired you have two other alternatives besides getting the armature rewound. One is to substitute a Pittman DC-71A armature for the old Varney armature, giving you 5 poles and 12 volts instead of only 3 poles and 6 volts. The bearings may have to be squeezed in slightly or replaced. However the brush rigging on these pre-war Varney motors is not too good once it has gotten out of kilter, so you might want to replace the whole motor. The only thing that will work here is a Lindsay 170 series (1000 series in some engines) which must be mounted in a special Lindsay mounting bracket L-192 (at $1.25) meant just for pre-war Varney engines. These are seldom available at dealers and you may have to send all the way out to Culver City for one.

While on the subject of pre-war Varney engines we might mention that the uninsulated wheels were zamak clear to the flange and are quite prone to breakage. Should that occur your only bet (short of a lucky find from a junked engine) is to replace the wheel set with a set of same diameter from a modern Varney or other engine. The axles are same diameter. A whole new wheel set is also a good idea so they will look alike. The die cast frames are prone to breakage at front and back extremities and while they sometimes can be spliced, it would be better to get a whole new frame, either made up especially for you, or adapting one of the various commercial frames (Mantua, Penn-Line) to the task.

Armature Repair

▶ One of my engines sometimes will not start, but when pushed will run. Other times it will start. It seems to be in the motor since I have removed that and find that the same condition exists with the motor alone. Sometimes it starts, sometimes it doesn't.—E. Oudinette, New Orleans, La.

ANSWER: Sounds like one segment of the armature is burnt out. This could require replacement of the whole armature-commutator assembly (cheaper than rewinding on HO engines). However often the break in the armature winding comes where the fine wires are soldered to the edges of the segments of the commutator. If this proves to be the case upon examination, you can remove the brushes from the motor for easy access, then solder the wires back to the commutator. To avoid getting ON the commutator surface, smear it with lead pencil except where the solder joint will come. Do

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the soldering quickly with a very hot iron. Of course be sure both surfaces to be soldered are clean, down to the bare metal.

This is somewhat of a stop-gap repair, altho it will last for years IF the cause of the burnout has been remedied. Usually it is caused by an overloaded motor which just gest too hot and melts off these wires. Of course if the break is somewhere back in the coils, you will have to replace the armature.

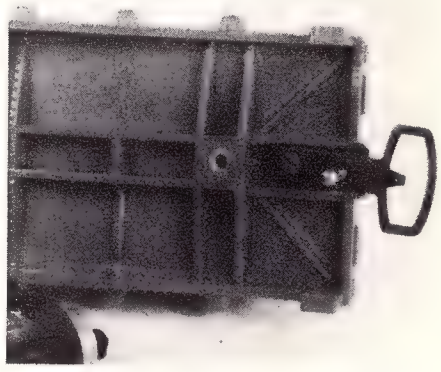
Runs Too Slowly

▶ I received a popular make plastic diesel with eight wheel drive for Christmas but soon found that after a few minutes of running it would go slower with more and more smoke pouring out of the motor area. I have been running it only at short intervals since that time to avoid burning it up completely, but am worried and seek your advice.—Phil Micucci, New York, N. Y.

ANSWER: You can take your diesel apart and check the motor by itself, not geared to any wheels. You'll need an ammeter as a help, but chances are that the motor itself is sound and will draw *considerably* less than ½ amp when running under no load conditions. Then add the one geared truck, disconnecting the other and again run under test conditions, off the track. This will increase the current draw, but should again not go over ½ amp. When you attach the slave truck, the current still should not exceed ½ amp (or ¾ amp. to be very generous). What is doubtless happening in your case is that the complete engine is drawing from 1½ to 2 amperes of power which soon gets it quite hot and makes it smoke. It will indeed soon burn out if kept running under such conditions. Just what is causing the drag that takes this excess power we cannot say. In any event it needs one of the manufacturer's service stations to fix it up.

Mantua Couplers

▶ I have always used Mantua couplers, but have recently obtained a set of HObbyline trains which have nylon couplers not compatible with Mantuas. I would like to have them changed over or, if possible, do the work myself. What do you suggest?—Chas. Reade, Hot Springs, Ark.; G. J. Hahn, Spokane.



HObbyline Freight Car Mantua Equipped

ANSWER: We have done the trick as per the nearby photos. For cars you can of course buy Mantua Talgo trucks and replace entire truck-coupler assembly. However if you break or cut out the bottom of the coupler pocket and drill a No. 56 hole (later tapped 0-80) where you also break off the HObbyline coupler mounting pin, you can screw on a set of Mantua couplers. Careful adjustment of the screw will leave just the right amount of vertical play. To be a bit more foolproof, we later found it advisable to use cement to run a piece of plastic or wood under the bottom of the coupler pocket, a new bottom as it were.

On diesel road engines we simply removed original coupler from front of loco and ran a Mantua coupler loop only in its place, spacing it down with a washer to get correct height of loop. This does not flex and must run over the coupler of the adjoining car at all times, hence must have the sloping surface on bottom. At rear of A units we left original couplers so that HObbyline coupler equipped cars could be hauled by the powered A unit alone, or Mantua coupler equipped cars with the AA combination.

Varnish Spoils Paint

▶ I just painted the sides of a baggage car and put the decals on. I then covered it with a coat of flat varnish which it said to do on the directions. When it dried, some of the original paint came off. What should I do?—Erik Hanson, Stoneham, Mass.

ANSWER: All you can do now is to get the rest of the paint and varnish off with paint remover if the car is metal or wood, neutralize the paint remover with turpentine or soap and water, and start all over again. WHY this happened may be (1) the varnish used the same solvent as the paint and so dissolved the paint; (2) the surface of the metal was greasy from your fingers and the paint would have peeled off whether varnish had been used or not.

Ives Locomotive

▶ Recently I was given an old Ives toy locomotive, 3242R. The loco is in rather poor condition internally and won't run. The outside is in

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fairly good condition. Could you tell me the year of its manufacture and the price I could get from an old toy train collector.—Richard Bergey, 215 Westminster Ave., Merchantville, N. J.

ANSWER: This locomotive, made in the middle twenties, is only a shade scarcer than a Lionel No. 8, one of the most plentiful Standard Gauge engines ever made. In good shape a collector might offer you 10, but in bad shape it would be of value only for parts for rebuilding and if you got just a few dollars for it you would be lucky. Now if you had a 3243R, the twelve wheel Ives electric, you'd have a choicer item. This, with train, brings $30 to $45 according to recent listings.

Unanswerable

I would like a little information on a train transformer. I have a chance to pick up a Lionel Type LW cheap and don't know if it will work or not, since I am fairly new at this game.—name withheld.

ANSWER: We have no way of knowing whether the transformer will work or not, but if it is in good shape it will run O gauge Lionel trains or any trains that work from A.C. It will not however work with any HO trains since they require, in addition, to the transformer a rectifier to make D.C. from the A.C.

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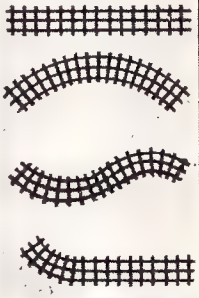

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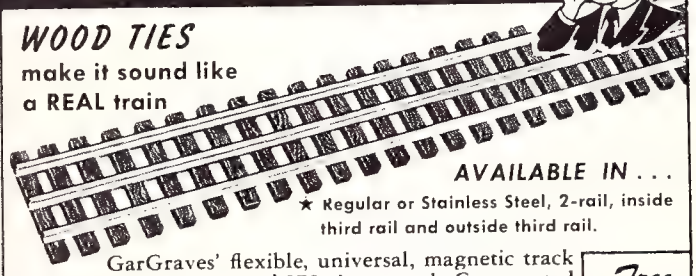

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TEST TRACK REVIEWS

Manufacturers are invited to submit new and revised products to the Test Track, Railroad Model Craftsman, Ramsey, N. . for testing and review.

Piggy Back Car, Ulrich

Ulrich has finally released his version of the Piggy Back Car and it is of the usual Ulrich quality. The car is a specially designed flat car having wheel-wells and a center post for attaching the trailer. On the Ulrich car, the trailer is permanently screwed in position but can be removed if desired. End steps are metal stampings permanently riveted in place. Trucks are all metal, sprung, with plastic free running wheels. Plastic NMRA couplers come with the car and are riveted in place. The modeler would have little difficulty substituting other couplers should he so choose, since the coupler pocket could accept most designs with a minimum of filing of the coupler. Mantua and Kadee users could also use their respective manufacturer's Talgo design trucks. The flat car is a one piece metal die casting of modern welded construction. Minor flash remains but many modelers probably won't even bother to remove it since it is only on the ends and hardly noticeable. The car is finished in black; is unlettered. There is room for decals.

The trailer is the standard Ulrich trailer, complete with working bogie. Our sample has the attractive B&O TOFCEE lettering in blue and orange with silver roof. Other trailers available for the Ulrich car include: PF2, Southern Pacific; and PF-3, Monon. Extreme height of the car with trailer above rail level is 16 scale HO feet.

Manufactured by Ulrich Scale Models, 4233 Babcock, North Hollywood, Cal. Price ready-to-roll, $3.95. See your dealer.

Non-Revenue Cars, HO

Our shop tested the kitchen car in the LW line of non-revenue HO cars. Assembly was a pleasure and the result was a very attractive piece of work equipment.

The car is of all wood construction with accurately cut wood parts. No trimming or fitting was required for any wood parts except in assembling the sides of the car to the body, as mentioned in the instruction sheet. The body is built up by attaching the floor to the roof with four end posts. Ends are cemented in place, then roof detail, fishbellies, and hardware.

The sides come in three pieces; the instructions giving illustrations of how the various cars in the line differ from one another in window arrangement. Since the sides and ends are cut from precision scribed wood, the joints when assembled are not noticeable. Window and door frames are molded in clear nylon and fit into the precut window openings in the sides. A few of the window openings required a minimum of cleaning in the corners to permit the frames to seat themselves properly. Where the windows were very close, we trimmed a tiny bit from the projecting parts of the window frames. Metal stacks for the roof are included.

The brakewheel platform must have a small hole drilled into it to accept the brake wheel staff. We cheated slightly by just nicking a small groove in the rear of the platform with a jewelers file. The manufacturer has omitted underbody detail since it is not visible anyway because of the fishbellies. Plastic dummy AAR couplers are included.

Acetate window material is also provided and this may be sanded if desired. We left ours clear since it is difficult to see into the windows unless you get very close. The sides

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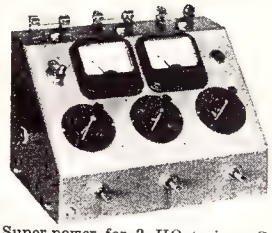

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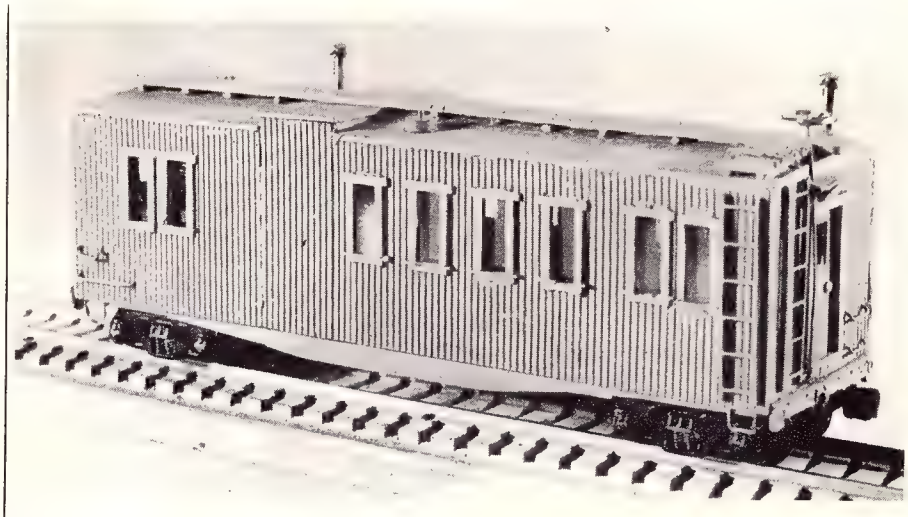


come pre-painted and lettered with 410M the matching paint. The sides come in grey, tuscan, or yellow. We repainted the entire car anyway since the window painting would otherwise be a bit tricky, although as a consequence we covered up the lettering "Kitchen Car, X-833."

This car was a pleasure to assemble with the completed model being a real jewel for realistic detail. Assembly is easy, will require about two evenings. We hope it serves as an inspiration for those HOers who feel that all manufacturers are going into the plastic ready to run field. Other cars in the series include bunk, boom, tool, and several other designs, sufficient for a complete train. Mfd. by LW Models, Latrobe, Pa. Kit price complete with sprung metal trucks, $2.95. At your dealer.

HO Piggy Back Car, Railmaster

Another new entry into the HO freight car field is Railmaster Products. Their first car is an all metal ready-to-run piggy back flat car complete with painted and lettered truck trailer.

The flat car is die cast of modern welded design and has cast into it complete piggy back loading equipment: wheel wells and metal pegs to hold the trailer securely in place while operating. The trailer is instantly removable. The car comes lettered for Monon only, at this time. Some modelers may desire to repaint the car and letter it for their favorite road. The flat sides of the flat car will easily accept decals.

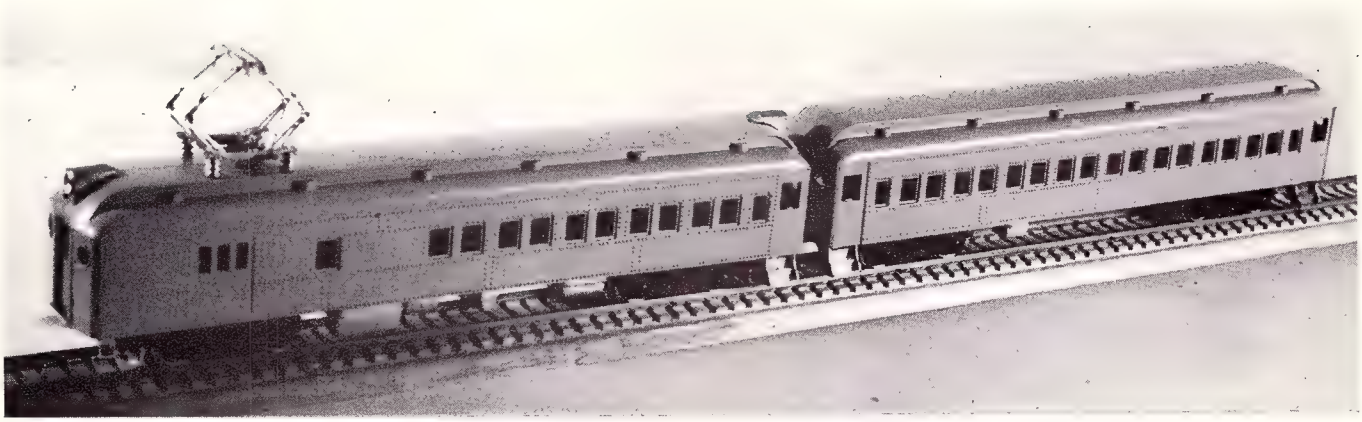
TYCO Talgo trucks are supplied with the car and the trucks come complete with Mantua couplers. Some readers may prefer other couplers and it would be possible to snap off the present coupler and cement a coupler pocket to the underside of the car floor.

Three different trailers are offered. These are made of a special plaster which stands up under a surprising amount of abuse. The trailers come completely painted and with wrap-around printed sides. Trucking line names include: Riss, with silver sides and roof and red and black letters; Alterman refrigerated trailer with silver roof, yellow sides, and navy blue lettering; and Intercourse Trucking, silver roof with red sides and white lettering. The latter car contains the names of ten United States post offices printed on the sides.

The manufacturer offers additional tractors and trailers, either separately or in sets. All trailers and tractors are interchangeable, and come equipped with rubber wheels. Mfd. by Railmaster Hobby Products, 519 Hamilton St., Lancaster, Pa. Price of piggy back car ready to run, $3.50.

HO Bride & Groom MU Train

A complete two car passenger train in HO for under fifteen dollars is well worth investigating. Pittman Electrical Developments first entry into the HO rolling stock field is just such an



item: a two car multiple unit passenger train with power.

Of free lance design, the two cars are a coach trailer and combine power car. The car bodies are of plastic with fine rivet detail. Porthole windows and end doors are metal. The car bodies are completely formed and shaped. There is no assembly work on the trailer body. The power car body has two dummy headlight castings which must be inserted into slots in the roof ends. A drop of cement applied from inside the car holds them in place.

The power car also has an operating pantograph on the baggage end of the car, held in place with four pins which are force fit into four pre-drilled holes. Pittman has provided a hole for a wire lead should the modeler desire to operate his cars from overhead pantograph wire. Both cars have a stamped metal floor, pre-drilled, with cast metal underbody detail factory riveted in position. Detail is sufficient and their primary purpose besides being ornamental is to add weight.

The power truck is of an extremely simple design with a vertically mounted armature transmitting power to the wheels through a worm. Four bevel gears of equal size power the driving wheels. The motor is light weight but amply powerful for this two car train. Detailed side frames are plastic.

Pittman has developed a brand new nylon Tomlinson coupler for these cars which are "Talgo" mounted to the trucks. It is recommended that these couplers be used to prevent accidental overloading of the power car.

The term "Bride and Groom" originated on the Pennsylvania RR when the Pennsy's cars were delivered. At that time, the Pennsy operated the MU cars in pairs of one power car and one trailer, even though as many as eight or ten cars might be in any one train. In later years the Pennsy added power trucks to the trailers as well.

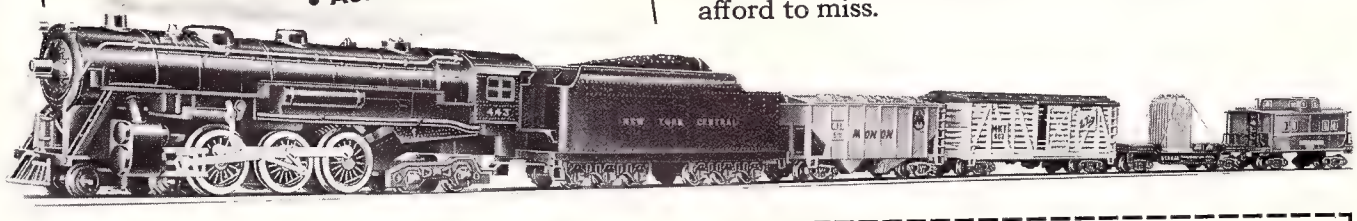
On railroads using multiple unit cars of this type, the trains often run quite long and it is not uncommon to see combines in the middle of the train or at both ends. For an average layout, a four car train would look good and this could be split into two two-car trains during non-rush hours, or even into single units. The manufacturer's instructions are clear. The cars come with a grey primer coat over the plastic. Painted green, tuscan, orange, or other colors, they should make an interesting addition to any layout. Mfd. by Pittman Electrical Developments Co., Sellersville, Pa. Kit price, $14.95. Model No. 600. At your dealer.

Miles ahead of anything in HO... Gilbert Hudson Freight!

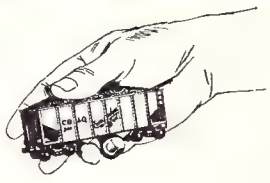
ONLY GILBERT HO HAS ALL THESE REALISTIC FEATURES!

Real puffing SMOKE • Built-in CHOO-CHOO sounds • NMRA-developed COUPLERS • Built in TRUCK SPRINGS • 2-radius TRACK (15" and 18") • Authentic painted CARS

Watch this hotshot smoker slide out of the yards at the head end of its four-car freight drag, and you'll agree there's nothing finer in the entire world of HO railroading. That's because only Gilbert locomotives puff real Smoke and sound off with Choo-Choos as they run. See the Gilbert HO line at your dealer's... it's a treat you can't afford to miss.



This No. HO-330 Hudson 4-6-4 is equally at home with a freight drag or varnish run. Rolling stock includes Cement, Cattle, Depressed Center Cars and Shanty. Set is 34¾" long. **$49.95**
With 1½ amp. Power Pack: **$62.90**



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"SWAPPERS COLUMN"

A free trading service open to all readers. Non-commercial items sent are published free and in good faith. RMC can assume no responsibility for differences occurring between reader and advertiser. Make sure that you understand all details of trades before concluding negotiations. Items submitted must be kept short. Abbreviate where possible. We cannot repeat ads and we reserve the right to reject those we feel to be objectionable or beyond the scope of this free service. Ads over 50 words in length will be returned. Priority will always be given those not sending in ads more than once every 3 months. No commercial classified ads accepted. Write for rates of one inch box display ads on opposite page.

EXCHANGE PASSES for the Pikes Peak, Peaceful Valley & Western RR. Don Chambers, 912 North Royer St., Colorado Springs, Colorado.

FOR SALE: AF S Gauge, No. 343 Elec propulsion loco w/s & cc. Also No. 15 Rectifier. Both perfect cond. Best offer over $20. Thomas Schier, RD 1, Box 11, Monaca, Pa.

TRADE LIONEL vista dome car No. 2352, observation No. 2531, in orig boxes. Want Lionel obs No. 2436 and vista dome No. 2432 in good cond. Oscar D. Isert, 1430 Laurel St., Highland, Ill.

WANTED: Nason 00 locos, 2-rail, assembled, kit, or parts. Cash or trade Nason loco items. Need Midlin OO track kits. O. A. Parris, 1019 13th St., Bremerton, Wash.

SALE OR TRADE: Lionel World Fair standard gauge electric. Appearance fair, motor excellent. $10 or an HO locomotive. Lee Durham, 3644 Western Ave., Alton, Ill.

FOR SALE: HO Varney A-B diesels, Mantua Booster, Varne power pack, 6 cars, prefab track. Worth $55 new; sell for $40. Ralph Hadcock, 1705 14th St., Columbus, Neb.

WANTED: HO switch machines and DPDT controllers. Also exchange passes. Robert Westman, 1819 Howard St., Peekskill, N. Y.

TRADE. K&E slide rule, stop watch, Vibroplex telegraph key, Hi-Fi record player, tinplate set 35 years old, hi-freq lighting supply, and pulse power supply. Want HO locos, steam type. C. Bowman, 3117 Hoogland Ave., Ft. Wayne, Indiana.

SELL S GAUGE city street cars, 2 single, 5 double truck. Pittman DC-60 powered. $7 each or trade for Mantua No. 214 HO trolleys with or without motors. F. W. Moulder, 2941 Floral Blvd., Butte, Mont.

TRADE MATCH COVER COLLECTION, about 2900, for HO equipment. All correspondence answered. A. Atkinson, Sage Road, Delevan, Wisconsin. (Editor's note: We hope all swapper column users will answer their mail as will Mr. Atkinson.)

LIONEL HUDSONS: Sell No. 763 $60.00. No. 773 $70.00. No. 2332 GG-1 $20.00. No. 726 Berkshire $20.00. No. 2627 Pullman $10.00. Excellent cond. S. Anthony DiSanto DDS, 665 Ardmore Ave., Ardmore, Pa.

TRADE pre-war HO Marklin set with RS800 suburban, 8 frt cars, track, etc., for Penn Line pacific or mikado or other locos. G. Gould, 1217 Hemlock Ave., Everett, Washington.

SALE: Lionel elec loco No. 10E, good cond. Mail car No. 332, Pullman No. 341, pcs track, clips, lockon. J. Glass, Box 253, Lost Nation, Iowa.

HO FOR SALE: Locos, cars, switches, transformer, track, etc. Some built, some kit. No scenery. Stamp for lits. R. L. Wollam, 4836 16th St., N.W., Washington, D. C.

SELL AMERICAN FLYER S GAUGE: 9 locos, 2 transformers, 45 cars, accessories. Prefer local sale. $250.00. Mike Termimiello, 4 Benvenue Ave., West Orange, N. J. (Few people have $230 to spend on used equipment, Mike. Better break your stuff down into equally desirable packages, selling them at from $25 to $50 each and you will find them more salable. Ed.)

WANTED: HO Gauge, good condition. Bowser articulated, other heavy locos, cars with Mantua couplers, fancy trackwork, bldgs, and misc. Send list with best price to: Ralph Clifford, c/o Clifford Motor Sales, Plano, Illinois.

TRADE: Lionel super scale Hudson 00 3 rail whistle removed good cond., for Varney 4-8-4 or other heavy HO steam power, built up and in good condition. George R. Horton, Jr., 1573 Clairmont Circle, Decatur, Ill.

GUNS FOR TRADE. Excellent pieces from my personal collection for HO equipment. State what you want and what you have to offer. Thomas Coyne, 247 Ohio Street, Bangor, Maine.

TRADE: AF train and accessories for HO equipment. Will add cash to bargain. Write for list. Barry Furchner, 523 Alaska St., Bethlehem, Pa.

WILL TRADE 2 Varney passenger cars PRR, for Ayres oldtime town kit No. 571. Also looking for General kit (Mantua) or otherwise. What do you want for trade? N. F. Lewis, 318-1 1st St., Ft. Leavenworth, Kansas.

OO GAUGE: Swap or sell OO items for other OO items. What have you. Also swap or sell O gauge .172 steel rail. Joseph Mooney, 206 Andover St., Wilkes Barre, Pa.

SELL OR TRADE: Marx equip good cond for HO equipment in good cond. Also have Mantua couplers and ramps to sell or trade for MDC NMRA couplers. Arling Brinck, Belgrade, Minnesota.

WANTED: Varney 2-8-4 all brass boiler, or Varney 4-6-4 with all brass boiler. Write stating price; will answer all letters. Thomas C. Clark, 1748 East Kenworth Road, Columbus 11, Ohio. AM 8-5084.

S GAUGE SCALE equip for sale. Good cond. 9 frt cars, 3 pass cars, 4-4-2 loco, 6 pr 4-whl pass trucks, 1 pr frt trucks, .125 brass rail, etc. $160 value for $75. Jerry J. Miller, 7407 SW 13th St., Des Moines, Iowa.

TRADE OR SALE: Assembled O gauge Pittman trolleys, scale. Pass, frt, and work. Japanese steeple cab. Want O scale parts or cash. No junk, no HO. J. D. Campbell, 2621 Glendale Blvd., Los Angeles 39, Calif.

SELL OR TRADE: TT locos, structures, rolling stock. Want old time or small HO locos. R. L. Decker, 2025 10th St., Boulder, Colorado.

TRADE: Mantua Pacific excellent, for smaller locos, preferably Mantua Belle, mogul, yardgoat. Pacific is too big for my curves. Also sell my Boosier, cond fair. Tom McKenna, Wyoming, Ontario, Canada.

SELL OR TRADE: AF S gauge train set and Plasticville. Worth $120 new, sell for $75-$80. Complete with op cattle car and ramp, milk car, switches, dump car, etc. Samuel Rieger, 383 E. 17th St., Brooklyn 26, N. Y.

WANTED: Lionel clóth bound book "Handbook For Model Builders." Also OO gauge straight track, 2 and 3 rail. L. F. Burke, 2833 Ohio Ave., St. Louis 4, Mo.

HAVE 50 COPIES. new of book, "Weimaraner Afield." Also 30 copies "Woodcock and Weimaraner." Trade for HO gauge or Standard gauge. Also will buy any OO gauge or American Flyer O gauge. Dr. Richard T. Street, Dana Point Medical-Dental Center, Dana Point, California.

CORRESPOND with model railroaders. HO scale preferred, any age, in my general area. D. Knowles, 50 E. Pine St.. Audubon, N. J.

FOR SALE: 400 feet 1/4" steel rail suitable for 1/2" scale or Lionel track. 4 ft lengths. Some used, about 200 ft new, 5c ft. Clarence Avery, 2232 Taft, Saginaw, Michigan.

WANT NEGATIVES; steam locos preferably CNJ or PRR. Also want info on PRR GG-1. Frank Leslie, Jr., 123 Lake Ave., Red Bank, N. J.

WANTED: Carlisle & Finch, Howard, Ives, Bing, Marklin, Carette, 1 gauge trains. Will trade early O gauge. Also want old trolley cars and brass locos. Bill Krames, 139 Windsor Rd., Yardley, Pa.

SALE: Best offer takes Lionel No. 10 loco with pass cars Nos. 332, 339, 341. Excel cond. E. S. Schmid, 622 LaMarido St., Pittsburgh 26, Pa.

TOY FIGURES: Army men, equip. for sale. Mostly Britsh hand painted. Fair to excel. Stamp for list. Martin Kreinik, 151 LaSalle Dr., Yonkers, N. Y.

SALE OR TRADE: Graham Farish "Merchant Navy," HO unused, $10 or trade for HO loco, switcher, diesel, steam. D. Edkins, 15 Spear, Melrose 76, Massachusetts.

SELL OR SWAP: Will trade for 2¼x3¼ film pack camera or cash. Issues of MODEL CRAFTSMAN, MRR, nearly complete Jan 46-Jan 55. Some older issues. Also Scientific American 1878-1890. Technical World 1903-1912. Best offer takes lot. R. Grosvenor, 1203 Sunset Drive, Piqua, Ohio.

SCALE O GAUGE for sale. Cars and locos, also kits. List for stamp. Donald R. Davis, 2006 Grove Street. Blue Island, Illinois.

WANTED: HO built up. Send list with description, price, condition, etc. Need everything. Grover McElyea, 4300 Colgate St.. Dallas 25, Texas.

TRADE: Varney diecast F-3 A diesel, op headlight; new German Walther revolver .032 never fired. Both for Mantua mikado or Penn Line atlantic assembled good cond, or complete kit. Bill Scharfenberg, 1434 12th St.. Moline, Illinois.

SELL OR TRADE: Have Lionel train sets, ATSF diesel, Berkshire, steam locos, cars, etc. Total value $443. Sell or trade for HO gauge. List for stamped envelope. Joe Bates Harvin. Box 235, Manning, S. C.

WANTED: Prewar Lionel and AF O gauge equip, complete or parts any condition. Also Lionel Berkshire frame with wheels. Dan Kerelko, Floodwood, Minn.

SALE OR TRADE: Many HO locos, some hard to get items. Want HO locos and rolleys. Have prewar Lionel Flying Yankee set to trade for HO. Stamp for list. Phil DeCarlo, 613 Palmer Ave.. W. Keansburg. N. J.

WANTED: Marklin HO, Bassett Lowke, any type. Anthony DiLorenzo, 429 N. 66th St., Philadelphia, Pa.

TRADE: 37 issues Mech Ill. 31 issues Pop Science, Pop Mech 30 issues, Sci & Mech 9 issues, dated from 1950. Trade for back issues RAILROAD MODEL CRAFTSMAN. R. Beattie. 123 Oscar Street. Victoria, B.C., Canada.

WANTED HO: Athearn RDC-1. Hobbytown Alco road switcher. Have GMC diesel switcher O gauge. Rollin E. Brown, Orwell, Vt.

FOR SALE: unopened O gauge kits. Thomas 2-8-0 $40. 3 Walthers frt cars $4 each. 2 Rail Chief coaches $6 each. Lot for $62. A. Walmer. 2437 Parkway Blvd. Harrisburg, Pa.

TRADE: Schick electric razor for HO loco-prefer atlantic. Razor used very little, has leather case. John S. Wood, 717 Rosswell Ave., Steubenville, Ohio.

WANTED: Small Mantua locos. State condition and lowest cash price or what have you? E. MacWright, 14 Reed Ave., Atlantic City, N. J.

SALE OR TRADE: Freelance 0-4-4-2, Hobbytown Alco switcher, misc HO equip. For best offer or trade for Kodak Hobbyist or similar enlarger. Send details. Earl Martin, 38865 Sage Tree Street, Palmdale, Calif.

SALE OR TRADE: Lionel 027 loco, cars, rc switches, bldgs, scenery, for HO equip to start new layout. List if needed. Garry LaRue, 101 E. Riverview St., Fort Morgan, Colorado.

SELL: HO AF switches with rd bed, 900 crossing, T&P gondola, 12v DC power pack. All for $40. Donald Kamb, 116 Seventh St., Renovo, Pa.

SWAP: Antique car kits, parts, plans, radio parts, and new set number drills. Want HO locos or ? Frederick B. Bachand, 37 Cohoes Rd., Watervliet, N. Y.

TRADE: Stamp collection 1400 stamps in album for HO equipment. Sidney Van Camp, 708 S. Penna Ave., Glendora, California.

WANTED: MDC operating knuckle couplers. Trade new NMRA couplers. Charles Burda, 3720 S. 17th St., Lincoln, Nebraska.

SELL: 2 AF trains, excel cond, 4-6-2 w/w, 5 frt cars, diesel, 3 pass, pr rc switches, rc crane, toolshed, 2 trans, 2 coupl's, etc. $75 takes all. Donald Glover, N 3304 Park Rd, Spokane, Wash.

PASSES EXCHANGED: Wolverine Central RR. Fred Young, 19758 Waltham, Detroit 5, Michigan.

FOR SALE: Marx frt cars, trucks, bodies. R. Pearson, 121 Virginia St., Waterloo, N. Y.

FOR SALE: HO equipment. Send for free list. Jack Lange, 130 E. Jackson, Villa Park, Illinois.

FOR SALE: S gauge loco No. 326, 4 stream cars. Will sell separately, Steve Brew, Jr., 7653 W. Montrose, Norridge Twnshp 34, Illinois. GLadstone 3-2589.

WANT HO LOCOS: Varney Northern, Varney Berkshire, English Mikado, Pacific. Good cond. Cripe, Apt E-1, 1631 Hudson Blvd, North Bergen, N. J.

FOR SALE: Lionel ATSF twin diesel No. 2333. Bonus IMP 4-6-2 O gauge, $30. Lionel ATSF No. 622, bonus AF 0-4-0, $17. Both locos insulated for 2-rail, Dummy couplers, remote revere, excel cond. Bonus engs run, need repairs. C. M. Zerr, 915 Monor Rd., Independence, Missouri.

FOR SALE: Scintilla Dynapack $25. Yard Bird 0-4-0, 2 partially built pass cars, 17½ ft track, switch, odds and ends, $15. Everything for $36. Jim Flemings, 289 Gay St., Royers Ford, Pa.

FOR SALE: Brand new Lionel, original cartons. Must dispose. G. Steinberg DDS, 530 Ogiethorpe St., N. E., Washington, D. C.

WANTED: Used AF 4-8-4, condition unimportant as long as motor OK. Will purchase from best price quoted me. Jonathan Currier, Grampian, Pa.

TRADE: Penn T-1 2 motors, for B&O steam or diesel power HO. Also Rolleys. Trade PASSES for my Katy Central RR. Fred Schanagle, 1404 Light Street, Baltimore 30, Maryland.

BUY OR TRADE: Any kind of cars lettered "Burlington Route." Pay cash or trade stamps worth $100. J. A. Schwab, Carol Ave., Burlington, Mass.

SELL OR SWAP: ¼" scale circus wagons, vehicles, figures, misc. Want HO frt cars, private owner reefers, figures, buildings, etc. 3c stamp for list. Thomas Terry, 2018 Winnebago St., LaCrosse, Wis.

TRADE: PASSES and/or car sides for interchange. R. E. Warren, Jr., 32 City Square, Charlestown, Massachusetts.

SELL OR TRADE: Have Oct 53-May 55 Model Trains Mag. Will sell or trade for Model RRer mag older than Oct 53 or Trains mag older than May 52. Bill Smith, 44 Melrose Rd., Mt. Lakes, N. J.

SWAP FOR HO: 22 cal semi-auto with 6X scope. .22 and .410 cal over and under. Int stamp albums I, II, III, with over 7300 stamps. All above in exc cond. Also interested in photo equip. Make offer to Mike Schlapack, 1642 Maple Drive, Lorain, Ohio.

WANTED: GMC articulated 4-6-6-4 scale O gauge loco. Built up or kit. Have several built up O gauge locos to trade. Eli G. Burick, Jr., 2007 Charles St., Rockford, Illinois.

FOR SALE: 4 Roundhouse cars never used. 2 box, 2 stock. Good paint. NMRA couplers. $6 for all. HO. Gordon Cannon, 1436 Howard Drive, San Carlos, California.

WANTED: Lionel cars or scout trucks in fair cond. I need deceived alone mort. Send condition and prices Charles R. Edwards, RFD 2 Box 98, Windsor, Virginia. (Sorry the above doesn't make much sense. Please print or type your ad clearly so that we can read them. Ed.)

FOR SALE: HO Bowser articulated $37.50, Mantua Mogul $22.50, Penn K-4 pacific $26.50. All in original kits. Will print passes for HO equipment or your letterhead stationery for what have you?? Joerns, 226 Kerlick Lane, New Braunfels, Texas.

WANT: Globe metal HO tank car kits except GATX, UTLX. Also Knapp prewar HO frt, pass cars; state cond. R. W. Washbish, Jr., 61 Ardmore Rd., Larkspur, California.

FOR SALE: AF 322, 310 locos. Lionel 763 hudson excel $50. 4 scale 0-6-0 switchers* $50 each. 100 Lionel cars $2.50 each or trade for HO locos. E. Bernstein, 23 Wyoming Drive, Huntington Station, New York.

SALE: Mantua Sharknose diesel lettered GN, fair cond, $10. Also cars, switches, track. AF track, train set. List. Chaplain John C. Kauffman, State Hospital, Willmar, Minnesota.

SELL OR TRADE: Have 3D stereo camera w/flash, case, viewer. Also Zeiss Ikon Super Ikonta C. Want HO articulated engines, pass cars. George Purcell, 816 Delray St., Philadelphia 16, Pa.

SELL OR TRADE: Mantua Reading atlantic kit, 4 Kasiner pass cars (shorty kits) $32 ppd or trade for Penn Line Consolidation in good cond plus complete power pack or Dockside or what have you? L. Karsevar, PO Box 231, Petaluma, California.

WILL TRADE: HO, new and used, also magazines, supplies. Want O gauge 2-rail scale, new or used. Mark Bradley, PO Box 331, Wapakoneta, Ohio.

SELL OR TRADE: Lionel 2055 loco, gondola, hopper, tank, transformer. Want rolling stock (HO), preferably powered Globe A unit. Tim Kolb, 343 Maple Lane, Crown Point, Indiana.

SWAP PASSES: Ridge & Western RR. Want Car Builder Cyclopedia 1946 or earlier. Advise price and cond. Ralph S. Krosman, 323 Franklin Ave., Ridgewood, N. J.

MARKLIN WANTED: Anything in O gauge. G. Gregory, 2710 Island Road, Philadelphia, Pa.

FOR SALE: Lionel No. 2625 pass car, $12. Two whistle controllers No. 167, $1.75 each. Good cond. Robert Guardia, 72362 51 Drive, Woodside 77, Long Island.

TRADE: Mantua Mike, Pacific, 1910 American made from Belle. For Varney or Penn consolidation, mogul, Casey Jones, another Belle, or? Want to contact HOn3 fans this area. Trade Scintilla Dynapack III for small power pack and $10. Ward Barcafer, 9061 Fir Drive, Thornton, Colorado.

TRADE HO: Varney F-3 A pwd, MDC 0-6-0, Atlantic, AF Hudson, Hobbytown pass A&B, A pwd by Lindsay. RDC-1 pwd, Lindsay. Also A pwd, many kits. List. Wanted: Varney Mike, Berk, Consid, North, Pacific, Hudson, Mantua, Mike, Goat, Mogul, Belle, Gen'l, Pac, Bowser locos. Imp Prairie, Rio Grande. D. J. Albright, 5358 Willis Ave., Van Nuys, California.

SWAP AEROMAGS: Have 207 copies Aeromodeller '36-'55, 61 Model Aircraft '50-'55, 38 Wings of World '52-'55. Going into HO. Want HO equipment. G. Berry, 2120 East 40th Ave., Vancouver 16, B. C., Canada.

SELLING: Lionel train set. 4 cars, extra equip. Sell for $30. Info for stamp. Lyn Cyr, Box 95 Rte 4, Fort Kent, Maine.

SELL: English mikado $14. 2 detailed English pacifics, $18 each. Have photos of detailing. 2 painted English tenders $2.75 each. R. Frankenberger, 48 Cambridge St., Manchester, Connecticut.

SELL OR TRADE FOR HO: AF 0-4-0, auto unloading car, floodlight car, caboose, box, crane, loader, oil depot, ZW trans, etc., etc. Want HO. Ted Cirillo, 75 E. Bringhurst St., Philadelphia 44, Pa.

"Off'n the Table Top"

News and Views of TT

By Glyn Lewis

SAY, this is the real model railroading weather isn't it? . . . At least here in the east it is . . . we forget sometimes, until we open our mail, that this page is read in all parts of North and South America, Europe, the British Isles, Japan, Australia, Rhodesia and South Africa. That's right, there are TTers in all those places, and we are speaking of Nationals of those countries, not our good friends in the armed forces who write to us from all over the globe. Locally there is a great deal of action in TT, not only with the builders. F'rinstance, John Marshall Associates have taken over the North American distribution of the Rokal "ready to run" TT trains. These include a variety of locos, cars (freight and passenger), track, switches, scenic supplies, structures, signals etc., etc. These trains are well detailed, strongly constructed models of German prototoype.

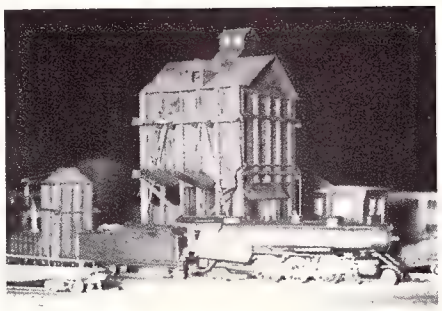
The large and always popular TT line manufactured under the name of "Gandy Dancer" has been taken over by Mr. Edwin Fetyk who plans to expand the line considerably. As Ed is the head of a company known for it's fine castings expect to see many new and fine TT castings available very soon. All of us in TT will miss Sherman Dance more than we can say. Luckily, we will be able to count him as a good friend if no longer a TT manufacturer. We certainly appreciate his reason for selling out. Doctors orders are not to be ignored, especially as his business had grown from a part time hobby into a full time responsibility. So, "Good health" Sherm, and "Good luck" Ed. The address will now be, E. Fetyk, "Gandy Dancer," RFD 2, Carmel, N. Y.

No empty promise this. All brass, assembled TT cars, gons, hoppers, tanks, etc. available very soon at surprisingly low prices . . . watch for them! More painted, silk screened sides for TT box cars and reefers will be on the market (perhaps by the time you read this). Yes, TT has had it's doldrums, it's mistakes and it's shortages but they were just "growing pains." It looks like a clear track ahead!

Aristo-Craft Miniatures, Newark 5, N. J., has some items that will make any TTer happy. Beautifully made in 3 dimensional (good) plastic, stone retaining wall packages, bridge piers, etc. These are realistically colored or can be painted. A new item is the "Fence pack" priced at $1.00 for 1 dozen fences (7" or a scale 70' long and a TT scale 4' high) and $1.98 for a package of 2 dozen, with 3 types of fences in 7 different colors. These too can be painted. A nice detail feature of these fences is the fact that they are not flat. For example in the picket fence, pickets stand out from the longitudinal members. Ask your dealer.

Boy! our mail has tripled MONTHLY for five years! Here's a letter from a dealer that bears out our contention. (In part) Dear Glyn, Have read your "Off'n the Table Top" in RMC for some time now and find it very interesting as wel las informative. You mentioned you would like to hear from dealers in the west, so here goes.

Robbies Hobbies carries a full line of TT at all times, and has done so for the past 3 years. Our sales have more than *doubled* each year and we credit our jobbers A. W. Pike Co. of San Francisco for their prompt attention to all our orders. Pike distributes all the TT manufacturers. We are sending pix of our TT display in the shop. It attracts great attention. . . . Thanks, George A. Roberts. Thank YOU George.



Robbie's Layout

From the Brass Hat of the "Golconda & Asphodel" the "Route of the Prospectors," Mr. Herbert C. Barnes of 45 Marion Street, Lynbrook, N. Y., comes this. (Herb won first prize last year in the "Structures division" in the contest held by the New York Society of Model Engineers in connection with their annual show. His model was a marvelous model of a TT railroad bridge).

"Dear Glyn I have been trying to write you ever since your Oct. column, but just couldn't get to it. I can honestly say that despite all of the great advancement in RMC I buy it solely for your page. Narrow gauge Junction is excellent too. The article on track was top flight stuff and I built a couple of stub turnouts with harp stands to HOn3 for the club which turned out very well. Those Giebner building articles are good too, (easily converted to TT). I wish he'd give us a couple of articles on those photogenic C&S stations Rico, Ophir, or Telluride. But now about *THE* gauge. I put in quite a lot of time building in last few months and got enough benchwork done to give me an additional one hundred square feet of table top. I laid over fifty feet of track and have over one hundred feet of ballast board ready forties and rail. With any kind of luck I should have the greater part of my track and some scenery in by spring and my little pike should be

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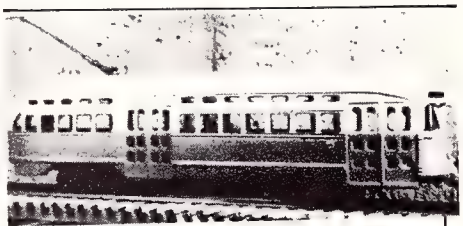

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beginning to shape up. As I think I mentioned to you before, the main line is point to point with provision for an eventual sneakoff return track which will make it a complete loop. At this writing I see a main line of over 4 scale miles between terminals, which on an intermittant grade reaches a maximum separation of 24 inches. This winds itself around in a vague simulation of the old double bowknot by which the old "Florence and Cripple Creek" lifted itself over the hump. There is also a smaller loop where a longer train would pass over itself and a spot worked in for my version of Gunsight Notch. Ruling grade is about 3.9 not compensated. There are two passing tracks and enough sidings to keep way freights really busy. I am making provision for four trains to be handled at once, each from it's own engineer-operator cab with it's own Scintilla Unipack. At present the branch loop design makes possible continuous running. Have sent some photos admittedly not of reproductive quality, so you can see what is doing. (Rest of letter, and most interesting it is, deals with photos that were unfortunately not clear enough to print) . . . Keep at it, keep the fires hot for TT. It is WONDERFUL STUFF and each year I am happier to be in it! Sincerely, Herb Barnes."

Well Herb it is always good to hear from you, thank you for the kind words and the fine description of what you are doing, it should be an inspiration to us all. From down in Amarillo Texas the following letter from Mr. and *Mrs.* Lloyd Patten of 4303 Andrews Ave., Route 4, Box 225, . . . "Dear Mr. Lewis, (Please it's *Glyn*, Mr. Lewis is my *Father!*, o.k. Lloyd?) I've been a steady reader of your column ever since I got started in this wonderful hobby of model railroading. I wouldn't miss it for any part of an excellent magazine. Since I first wrote you a good while ago that I was interested in TT, I've actually gotten started. Besides getting a few items of TT rolling stock together, I've been working on a work train wood water tank car, scratch built using a plan you ran some time ago. The family plan for a mighty TT empire has been temporarily postponed and for the time being we will work on a 3'x4' layout. It will be a continuous loop overlapping itself. The motif is western, maybe Colorado, an area I'd like to live in. We have no name for our road yet but we are working on that too. When we get more done will write again and keep you posted on developments. Our first loco was the Kemtron "Tiny Tim." Our local shop is going to stock TT, it is the Amerillo Hobby Shop run by Bob Dunbar and his wife; a charming couple. Say I ran across something that fits into my pike well, an English import, the "Match-Box Series" covered wagon. It's real TT! As ever, Lloyd Patten."

Thanks Lloyd, glad you are progressing so well and enjoying the hobby. The "Match-Box Series" you mention is great. Several of the items are perfect TT, the covered wagon (the cover can be removed and give two horses instead of the six—and it's a farm wagon), the dump truck, the Removal "Van," the tow truck, and the ambulance are all TT scale (the ambulance can be easily converted into a light panel truck or a station wagon with a few wipes of a file). E. S. NIELSEN 509 5th Ave., N. Y. 17, N. Y.) now has quite a line of trucks, trailer trucks etc. that will make your TT highways look properly busy, and keep your 1/10th scale RR pres. worried.

From the TT Mail Car

Grabbing at random we have come up with these letters from typical TTers here and there.

"Glyn, I have been watching your column on TT in the RAILROAD MODEL CRAFTSMAN for quite a while now, although I was an HO'er. In my opinion HO is going to pot so I have switched to TT. If it hadn't been for your column I might never have known of this smaller gauge. It sure is nice to look in there every month and see what's new and how the other fellows are doing in TT. I passed through Chicago a while back, found a hobby shop selling TT, bought a box car, made up into a beautiful model. You know the NMRA has come out with a standard coupler for HO with no working parts in the knuckle. I think if some concern, maybe Kemtron, scaled it down we would have a good looking and operating coupler for TT. Perhaps you could mention this and see what other TTers think about it. Keep up the good work. Yours Truly, John L. Fleming." (No address) O.K. John, we mentioned it, what do the rest of you think?

On the stationary of the mighty Canadian Pacific Railway Co. we have the following. . . .

"Dear Glyn, I wish to congratulate you on your excellent articles appearing each month in RMC. I am an Agent for the Canadian Pacific and if I could be of some aid to the city bred TT'ers as to prototype railroading I would be only too happy to drop them a line answering their queries. I might EVEN consider helping the *lesser* gauges, like HO. I am interested in contacting other model railroaders in TT to buy equipment and or trade ideas etc. Thanks a lot, Yours sincerely, D. C. Duquette, Dalton, Ontario, Canada (c/o Can. Pac. Ry. Co)" Merci beaucoup, "Monsewer D." Take advantage of this kind offer you city type TTers, the C. P. is really "big time" railroading!

Glyn

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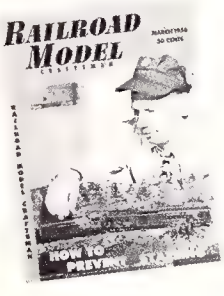

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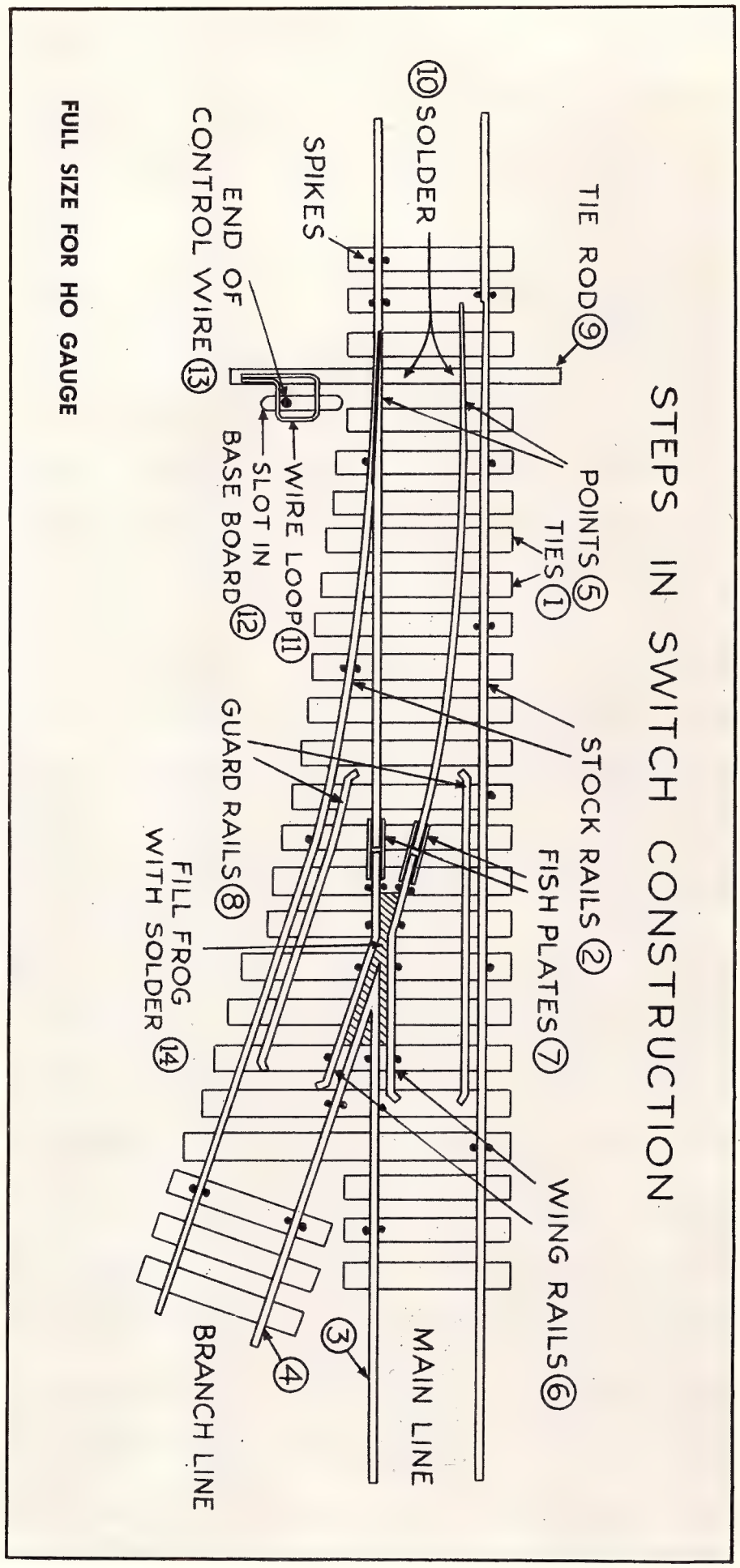
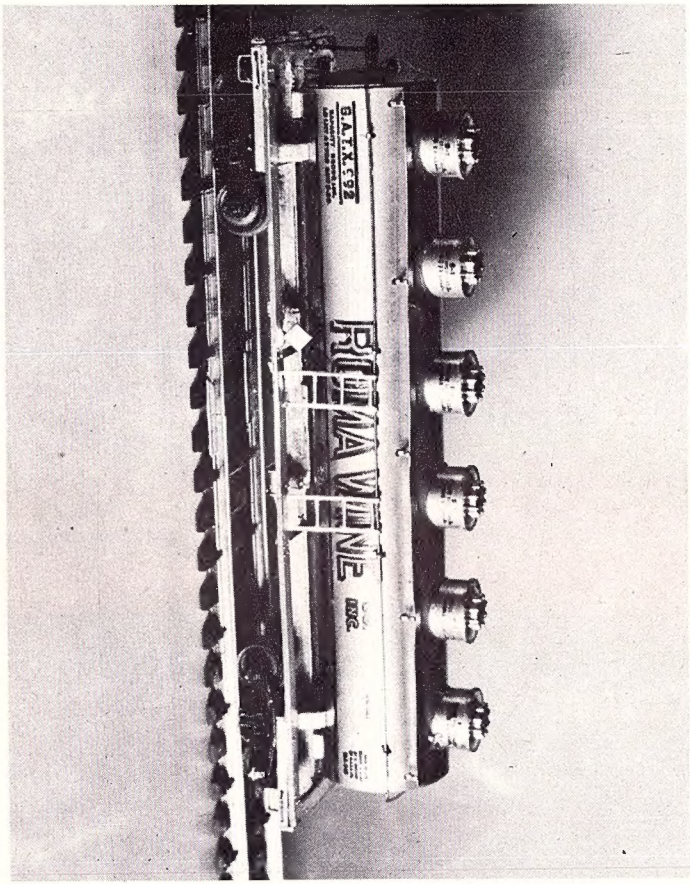


10—Attach last of detail parts, such as ladders.



11—Coupler pocket (2) is designed to accept most automatic couplers. Mantua coupler can be made to fit by filing away lug, fitting and cementing Mantua "U" coupler bracket in place.

12—Cement unpainted parts silver.

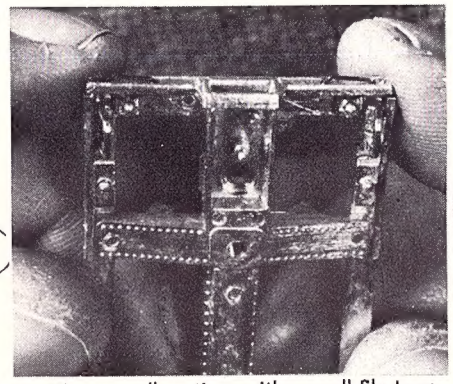
RAILROAD MODEL CRAFTSMAN

course no. 4

Assembling the Thomas Wine Car

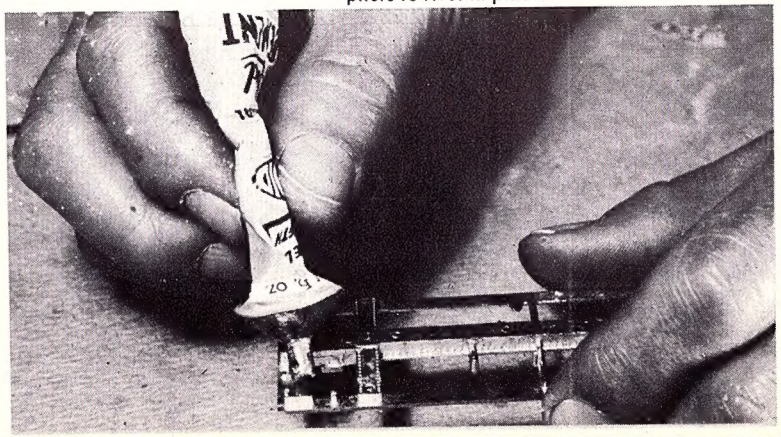
1—Always lay out the parts and plans before attempting to start construction. Familiarize yourself thoroughly with assembly procedure.. Kits often specify use of certain special tools.

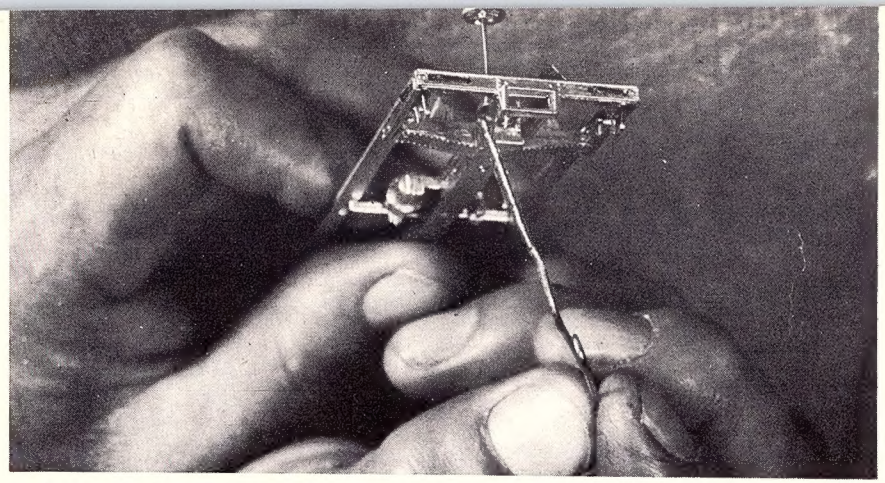
FOLD HERE AND PUNCH FOR BINDING



2—Clean up all castings with a small file to remove flash. This not only results in better looking models but lack of flash removal may prevent model from fitting together properly.

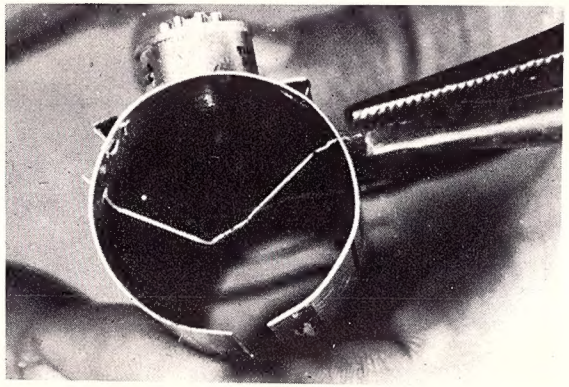
3—Small parts are now fastened to main frame. Most of these have lugs which fit into small holes in frame. Cement in place or squeeze with pliers to rivet in place.



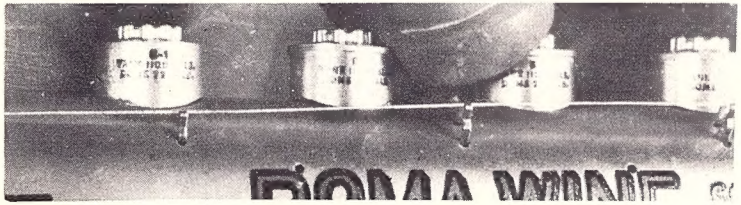


4—Brake wheel staff is cemented in place. Zamac castings are extremely difficult to solder; is best avoided.

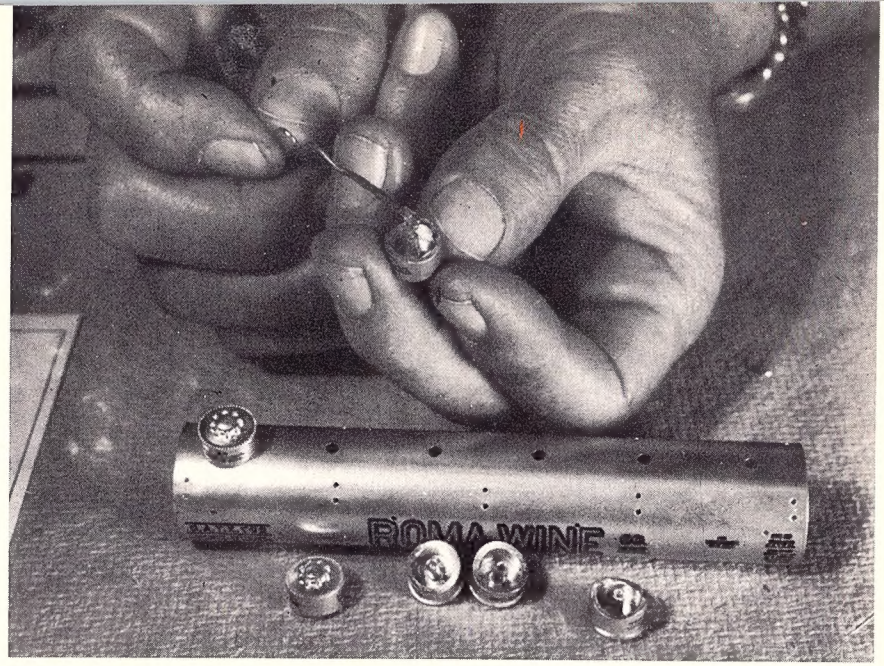
6—The brackets (5) must first be bent as shown here, permitting them to fit inside tank.



5—Handrail brackets are metal strips inserted from inside the tank car body. Note use of needle nose pliers.

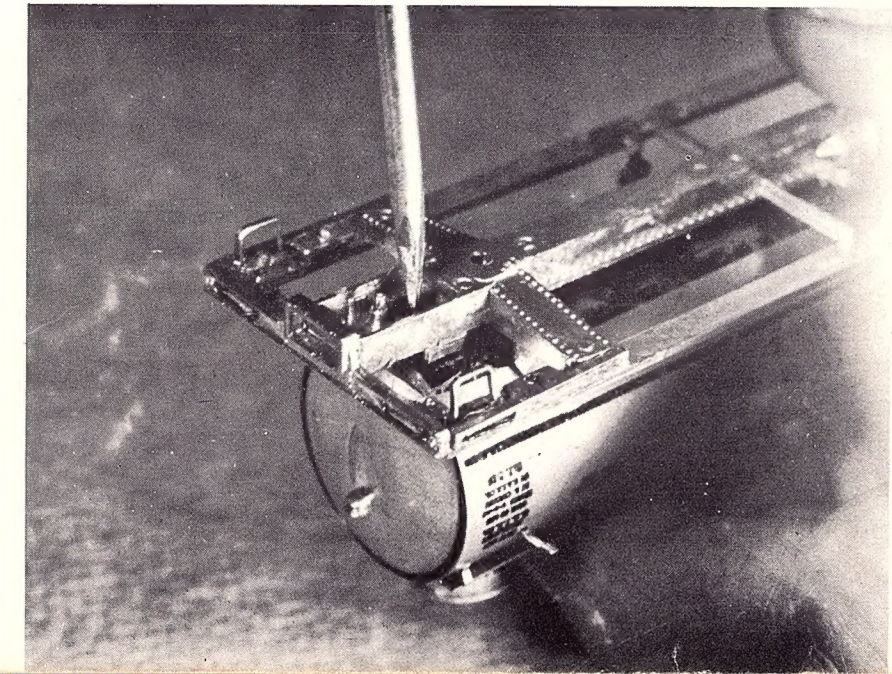


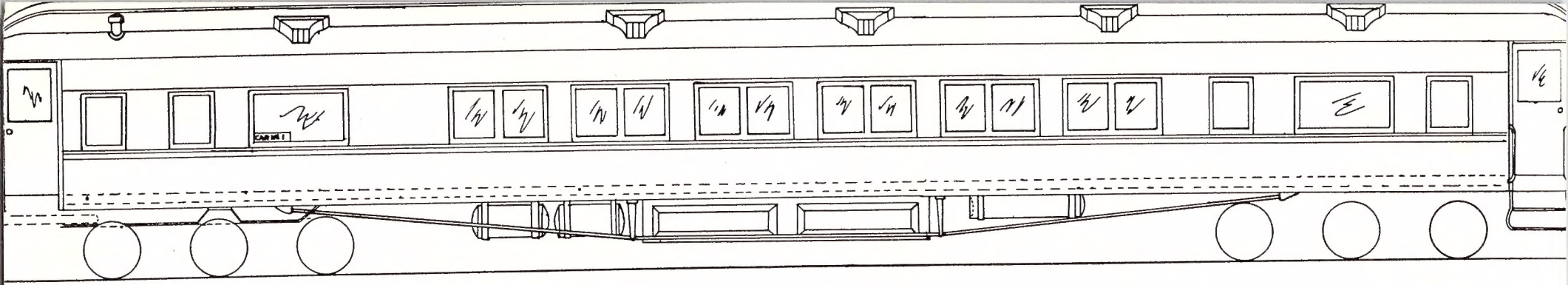
7—Catwalk along tank sides is stamped metal; lugs fit into holes in side of tank. Avoid bending any of these metal parts during assembly.

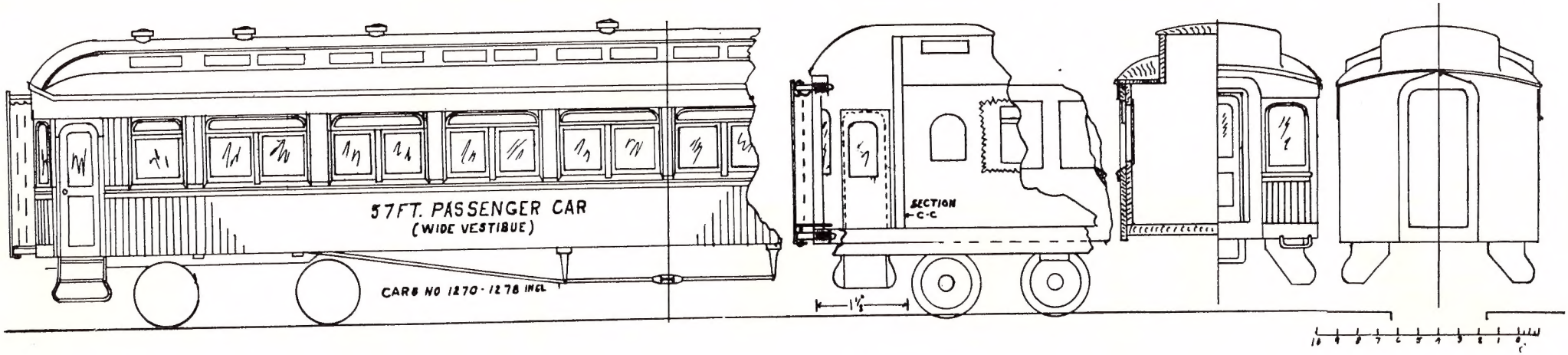


8—The six domes fit into holes in the top of tank; are held in place with drop of cement on center lug of each dome. Avoid use of too much cement as it may smear the pre-painted tank car sides.

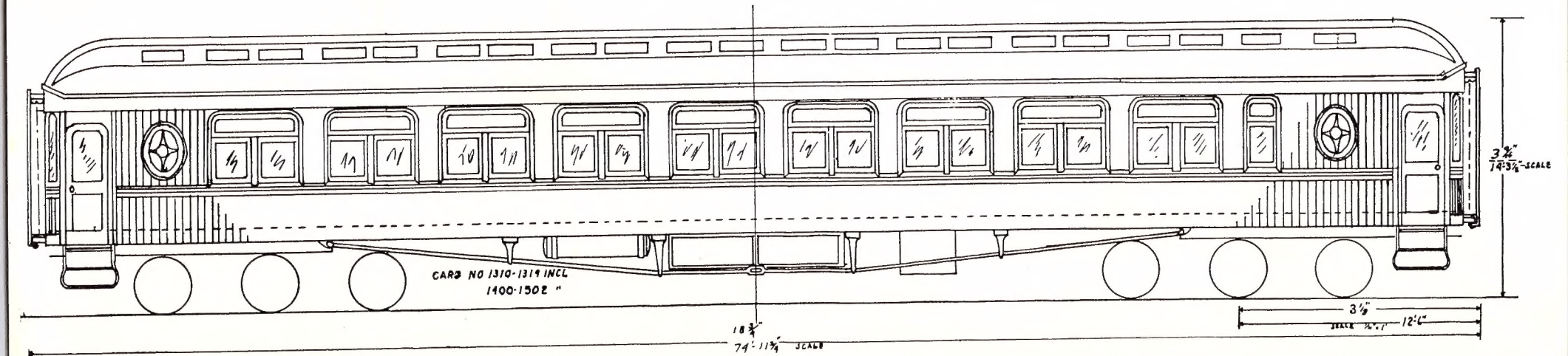
9—Fasten tank to frame with screws.

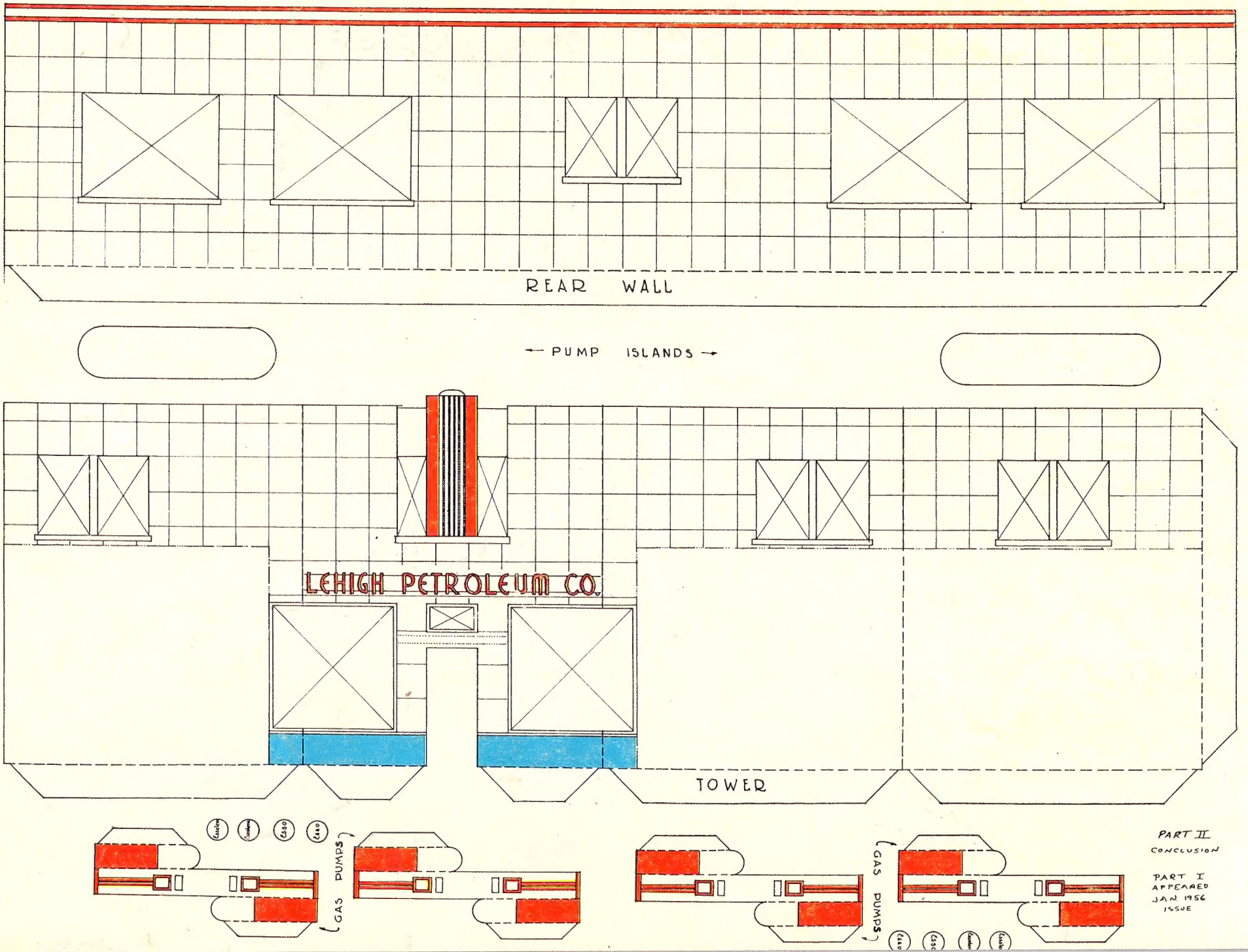






FULL SIZE
HO GAUGE





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CONCLUSION

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